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		WEEK-DAYS							
		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	8.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yauwatt...	Dep.	8.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin...	Dep.	9.00	9.34	10.51	12.21	1.36	4.56	5.51	7.31
Taipei...	Dep.	9.10	9.44	11.04	12.34	1.49	5.09	6.04	7.44
Taipei Market...	Dep.	9.20	9.54	11.14	12.44	1.59	5.19	6.14	7.54
Fanning...	Dep.	9.30	10.04	11.24	12.54	2.09	5.29	6.24	8.04
Shuanghui...	Dep.	9.40	10.14	11.34	13.04	2.19	5.39	6.34	8.14
Shuanghui...	Arr.	7.45	10.15	11.35	12.55	2.15	5.35	6.35	8.15

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shuanghui...	Dep.	7.30	8.04	9.24	11.40	3.00	4.17	5.19	6.09
Shuanghui...	Dep.	7.40	8.14	9.34	11.50	3.10	4.27	5.29	6.19
Fanning...	Dep.	7.50	8.24	9.44	12.00	3.20	4.37	5.39	6.29
Taipei Market...	Dep.	8.00	8.34	9.54	12.10	3.30	4.47	5.49	6.39
Taipei...	Dep.	8.10	8.44	10.04	12.20	3.40	4.57	5.59	6.49
Shatin...	Dep.	8.20	8.54	10.14	12.30	3.50	5.07	6.09	6.59
Yauwatt...	Dep.	8.30	9.04	10.24	12.40	4.00	5.17	6.19	7.09
Kowloon...	Arr.	8.20	9.03	11.23	12.41	3.58	5.16	6.11	7.06

		SUNDAYS AND PUBLIC HOLIDAYS							
		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	8.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yauwatt...	Dep.	8.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin...	Dep.	9.00	9.34	10.51	12.21	1.36	4.56	5.51	7.31
Taipei...	Dep.	9.10	9.44	11.04	12.34	1.49	5.09	6.04	7.44
Taipei Market...	Dep.	9.20	9.54	11.14	12.44	1.59	5.19	6.14	7.54
Fanning...	Dep.	9.30	10.04	11.24	12.54	2.09	5.29	6.24	8.04
Shuanghui...	Dep.	9.40	10.14	11.34	13.04	2.19	5.39	6.34	8.14
Shuanghui...	Arr.	7.45	10.15	11.35	12.55	2.15	5.35	6.35	8.15

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shuanghui...	Dep.	8.13	8.38	9.58	11.40	3.00	4.17	5.40	6.09
Shuanghui...	Dep.	8.23	8.48	10.08	11.50	3.10	4.27	5.50	6.19
Fanning...	Dep.	8.33	8.58	10.18	12.00	3.20	4.37	6.00	6.29
Taipei Market...	Dep.	8.43	9.08	10.28	12.10	3.30	4.47	6.10	6.39
Taipei...	Dep.	8.53	9.18	10.38	12.20	3.40	4.57	6.20	6.49
Shatin...	Dep.	9.03	9.28	10.48	12.30	3.50	5.07	6.30	6.59
Yauwatt...	Dep.	9.13	9.38	10.58	12.40	4.00	5.17	6.40	7.09
Kowloon...	Arr.	8.11	11.37	12.41	12.58	3.51	6.04	6.58	7.07

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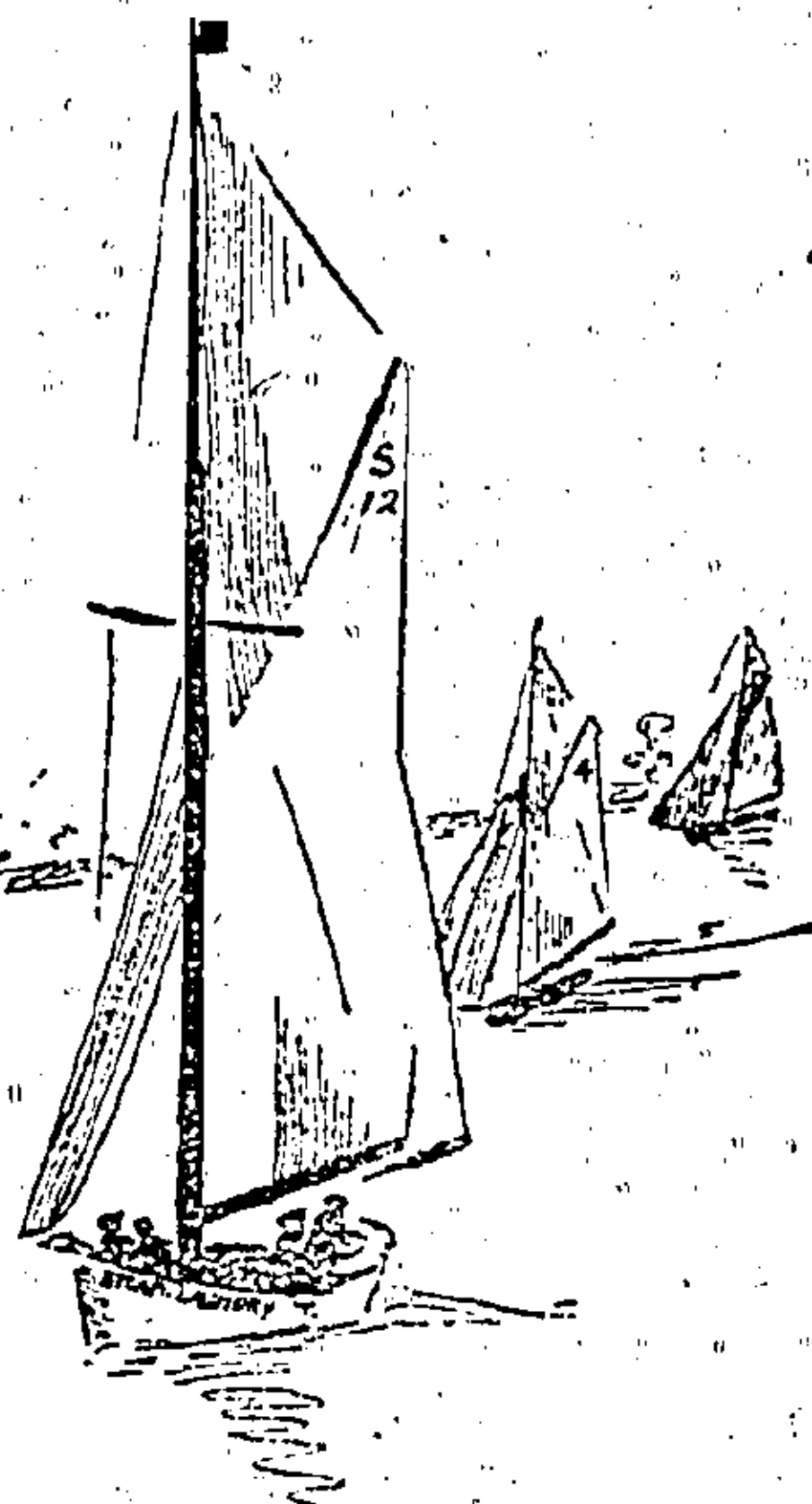
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EDUCATING THE BOY.
HOW PARENTS CAN MAKE
SURE OF IT.—[BY COMMANDER G. LOCKER LAMPSON,
E.S.O., M.P.]

Although pessimists tell us that this is a thriftless age, the truth is never before has mankind kept a more calculating collective eye upon the future or provided with fuller deliberation against a rainy day. In countless compartments of life there abounds apparatus for safeguarding travelling humanity against the ills to which flesh is heir, and risks which private effort, shrewd or business enterprise funded, have been shouldered by the State which to-day insures the population in cohorts, whether they want it or not. Yet, oddly enough, there has been no general scheme whereby parents can cheaply insure so as to secure, in the event of their death, the continuation of their children's education in the school of their choice. There have, it is true, been "endowment" policies under which parents paid a yearly premium from (say) the birth of their children to meet schooling costs when these came. But these annual commitments were really only a way of piling up savings, which later on an insurance company would hand back at a discount, and which a thrifty parent might have accumulated himself.

The insurance was entered into, moreover, only after a severe medical examination of the parent, which those who were delicate or elderly might fail to pass. Nor was the sum of money which under certain of these policies accrued on the death of the bread-winner always available specifically for the offspring's education. It went sometimes in paying debts which a hard-worked professional man left behind him, or was otherwise absorbed in essentials for the widow, which were paramount, and which came often before the actual maintenance of the child at a particular school.

BOYS UNPROVIDED FOR.

Yet the problem was a real, nay, a vital one—namely, the continuation of a lad's collegiate life in the community in which it had struck root and from which wanton extraction at a critical moment might be disturbing and even disastrous. If he was a clever boy it was bad luck on the school; if he was not clever it was doubly bad luck on him, and school-masters, recognising this, have constantly gone the length themselves of paying for the continuation of a pupil's enlightenment at their academy when the parent died.

But the increased cost of living has made casual generosity a precarious pastime, and necessity has forced all interests concerned to seek an economic way out of a besetting difficulty, until it occurred recently to an ingenious school-master that the problem might be tackled upon the principle of group insurance, and he consulted Sir Charles Walston, who in turn invited me and others to a preliminary parley.

Subsequently a more representative and formal gathering was summoned at which the Minister of Education, Mr. H. A. Fisher (the ex-Minister of Education), the Headmaster of Eton, and several other notable educationists were present, when it was unanimously resolved to form a body, subsequently known as the Educational Facilities Association, which would investigate the possibilities of parents' group insurance and report to the main meeting.

HOW THE SCHEME WOULD WORK.

After some months' work the association had formulated its ideas and put them into the form of a series of questions which were sent to eight leading insurance companies in order to enable them to quote. Replies were received, and from these there has emerged a concrete scheme which the association is able to recommend for consideration.

If a reasonable number of parents with boys in any one or more schools elect to join, then terms of insurance can be offered below any hitherto suggested. For the sum of only £1 per term it will be possible to insure parents against death for termly school fees of £40.

A further advantage of this insurance is that no medical examination will be required of any participating parent. Nor do the parents' payments begin (as in endowment policies) from a child's birth. They start when the pupil enters the school and, of course, cease whenever he leaves it. If a boy of 13 went to a public school and under this scheme his father paid £1 the first term for insurance and then died, his son's fees at school for the rest of his time, amounting to some £500, would be met by the insurance company. £500 for £1! How else can so large a return be secured at so small an outlay?

Lord Birkenhead, addressing a meeting of over 100 headmasters upon this subject, declared the scheme to be a "wonderful one"; and Sir William Schooling, the distinguished statistician, has said that he imagined "that 99 per cent. of the class of people involved would welcome the plan and give it their most cordial support."

PROTECTING YOUNG CAREERS.

Nor is this all. The Educational Facilities Association exists and should continue for two purposes in particular in relation to this scheme. First, to act as a conduit pipe between schools and insurance companies for the vigilant criticism of premiums and the constant endeavour to secure better terms. For in isolation parents and schools could probably not get such advantageous prices as an independent association which would be handling insurances. In bulk and which could force firms to compete on the lowest basis for its vaster volume of business. Secondly, this association recommends that it should act as "agent" (in the technical sense of the word) between insurer and insured, and thus take the 5 per cent. on premiums which all agents receive.

(Continued on next Column.)

THE WILL TO WIN.
AUSTRALIA AND THE TESTS.

The action of the Australian Board of Control in making such drastic regulations in connection with the position of the players during their forthcoming tour, points to a very definite moral, writes a special correspondent of *The Observer*. The Australian cricketers are coming to England with the fixed determination to win the series of Test matches, and all other considerations are deemed of secondary importance. Who shall say that they are wrong in their desire to make this objective the one great aim of the tour, or question their judgment in their clear determination to triumph at all costs?

By the controversy which has occurred concerning the different aspects of the tour, it is clear that next cricket season will be one of the greatest the game has ever known in England. While we at home are sometimes left wondering whether rather too much is not being made of the question of success or failure, it becomes obvious that the Australian view is a deadly serious one. No stone is to be left unturned. The desires of the individual are not allowed to interfere with the object of the visit, which, first and last, is to win the Test matches and to make the tour a complete success.

While there has been, and still remains, an impression among many of the game's supporters in England that these things can be taken too seriously, there can be no questioning the intense desire to secure once again the rubber from Australia, a solatium which English cricketers have not had for a considerable time. To accomplish this it becomes very evident that the serious side of the situation will have to be pondered and tackled in determined fashion. The question of whether a player's wife should or should not be allowed to accompany him on tour need not be regarded as anything more than another phase of Australia's notion of how to clear the decks for action.

The Australian view is that if these tours are worth undertaking, no endeavour should be spared to accomplish all that the team sets out to do. The individuals are merely parts of a piece of machinery, each having a definite mission to fulfil; and there is no valid reason why personal convenience should be considered if it jeopardises success. To be selected to play for one's country must be regarded as the highest honour that can be gained, and it is a reasonable argument that, whether it is merely for one match or for the whole tour, a player belongs to his country, and must be prepared to sacrifice personal conveniences. The thoroughness of the Australians is really to be admired, and the spirit of supreme effort should not be lost sight of when we come to prepare our own plans.

The English mentality may differ slightly from that of others in its views concerning this grim seriousness. We may have permitted ourselves to exist in a false atmosphere in relation to the reality of all that these international contests mean. The desire, and the will, to win are after all primary in these great struggles. Good sportsmanship and playing the game, in the truest sense of the term, are merely corollaries of a great effort to emerge successfully from a contest of immense athletic achievement and national importance.

Whether individually Australia possesses better cricketers than England the future will show, but the greatness of the individual will not serve its purpose unless it is blended in a manner which makes for the success of the whole. Australia assuredly is fixed with a determination which nothing can shake.

The sums thus earned might be considerable and would be devoted to such charitable purposes of an educational character as accredited educationists would approve. There are many "distressed cases" in school life which this fund could relieve, and which might otherwise go by the board.

Here, then, in outline is a scheme of insurance which is (I am told) revolutionary in its simplicity and scope, and concerning which may I conclude upon a personal note? Up till recently it has been my privilege to assist three junior relations simultaneously by paying their fees at school, and I was faced with the undoubted possibility at the time of the (to me) melancholy event of my death of leaving three young lives in the lurch. An endowment policy would have cost me £30 or £4 a year for each of these little friends, and had I died (as so many of us live) in debt, the insurance moneys might first have gone to pay, say, the washing bill and such other dues as are man's recurring portion here below.

But under the scheme of the Educational Facilities Association, for £1 each per term I could have safeguarded for certain and for good the sacred careers of three innocents at their most helpless period; and beyond these material advantages I should have won for myself and for the children's new-born parents the most priceless boon insurance can give—peace of mind.

Sir John Henniker Heaton writes: I read with great interest Commander Locker Lampson's article setting forth a scheme of insurance for parents at a nominal fee of £1 a term.

I am not myself an actuary and must not therefore, I suppose, dogmatise. But, frankly, I am astounded to think that a scheme so cheap and so comprehensive should be possible, and I applaud its appearance in your columns.

I have, like many others of our generation, had the onerous task of educating a family during the grinding years of the war and its aftermath, and I only wish that the scheme of the Educational Facilities Association had been available for my use and the protection of my children.

I regard the matter as one of national importance in view of the value of the middle classes of England to the stability of the country, and I trust that every effort will be made to bring the plan to fruition and success.

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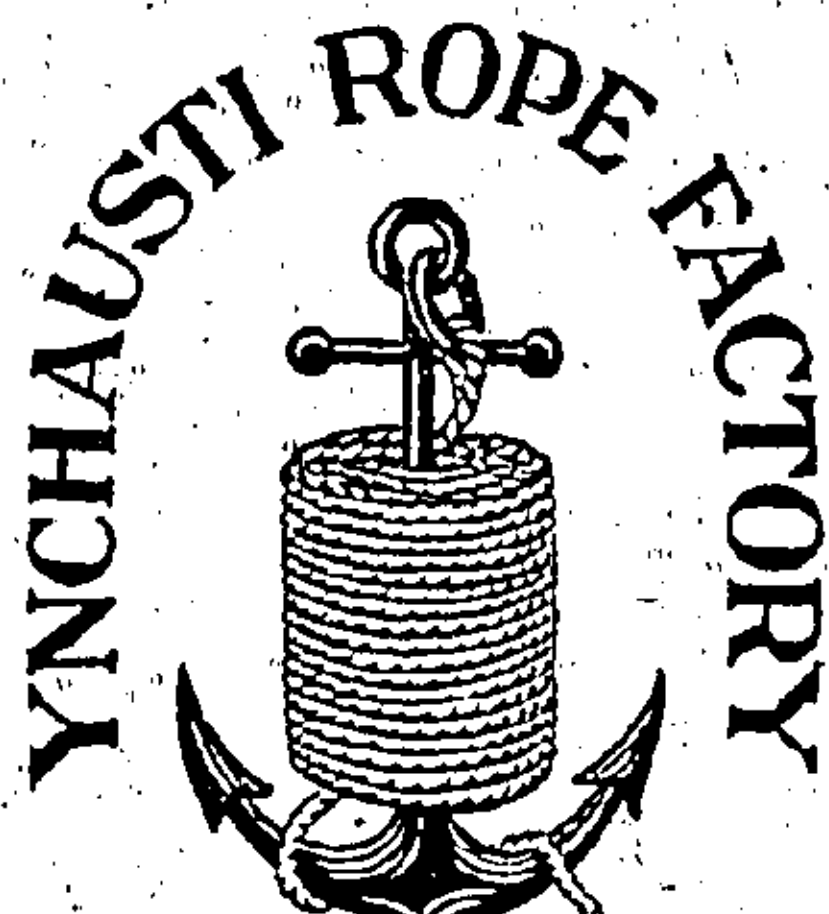
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STOCKS ON HAND OF ALL SIZES. ENQUIRIES SOLICITED.

FACTORIES:—MANILA, P.I.
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TELEPHONE CENTRAL 3165.ROPE OF ALL
SIZES FOR ALL
PURPOSESMADE FROM
PURE MANILA
HEMPMANUFACTURED
BY THE MOST
MODERN
MACHINERY.

ARE YOU PREPARED?

Cooking;—heating for the rooms;—hot water
for the baths, etc.;—On these three things depend all the necessities
and comforts of the home.Those who still depend on coal-fires, with all
the necessary labour, are giving hostages to
fortune.Gas abolishes all the dirt and discomfort attach-
ed to coal, and all the discomfort and risks
to labour.

INSTAL GAS NOW

AND

ENSURE YOUR COMFORT

A.P.B.

LADIES who dislike going to Market themselves, and are not satisfied with the
Quantity or Quality of the food obtained at present, Can Now Select their Own
Supply ofFRESH FISH, CLEANED & READY FOR COOKING
THE HONGKONG FISH STORE,

3149] A.P.B.

59, DES VOEUX ROAD CENTRAL.

TELEPHONE 234.

When buying Toilet requisites and articles for
personal use, one wishes to be very sure that they are
of the highest quality and of undoubted purity and
freshness.

THE QUEEN'S DISPENSARY.

The new Store with the high Ideal,
guarantees these qualities to all who make their pur-
chases there, and in addition a courteous and obliging
service.

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CONTAINING ALL THE WEEK'S

LOCAL NEWS

"The Paper to read Home"

DERRINGTON.

HIGH CLASS PRIVATE HOTEL.

8, PEAK ROAD.

TEL. CENTRAL 444.

[303]

COMPANY REPORTS.

HONGKONG ELECTRIC CO., LTD.

At the forthcoming annual meeting of
The Hongkong Electric Co., Ltd., to be
held on 12th March, 1926, the Board of
Directors will recommend that the
balance available for distribution be dis-
posed of as follows:—

To pay a dividend of \$2.50	
per share on 300,000	
shares	\$750,000.00
To place to reserve	600,000.00
To carry forward to next	
account	\$4,118.79
	\$1,434,118.79

UNION WATERBOAT CO., LTD.

The Union Waterboat Co., Ltd., advises
that, subject to audit, the nett balance
at Profit and Loss Account for the year
ending 31st December, 1925, is \$51,383.46,
which amount the members of the Con-
sulting Committee will, at the approach-
ing meeting of shareholders, recommend
the following distribution:—

Pay a dividend of \$1.55 per	
share	\$34,853.75
Transfer to insurance fund	6,000.00
Transfer to superannuation	
fund	5,000.00
Carry forward to new ac-	
count	\$,734.71

EIGHT-HOUR DAY IN THE FAR EAST.

CRITICISM AND DEFENCE.

LEEDS, CONFERENCE AND
THE I.L.O.At the conference of the University
Labour Federation (in association with
the Educational Department of the
Trades Union Congress), at Leeds,
the question of international Labour
legislation was discussed. The subject
was introduced by Mr. Clifton Robbins,
a representative of the International
Labour Office.

We are all a narrow lot (remarked
Mr. Robbins). We have people in all
countries who say of these of others:
He is a foreigner, poor thing, but he
can't help it. But when the conference
meets we find that the man from
Paraguay is not wearing a tail as we
thought, he did (laughter)—that the
Chinese does not wander about as Alad-
din on the pantomime stage, but that he
is really a human being. The result is that
Governments and peoples are getting
into the habit of knowing each other
and of realising that the subjects they have
in common are greater than those things
on which they do not agree. (Cheers.)
Mr. Robbins dwelt on the large number
of economic questions which had been
tackled by the I.L.O. conferences, and
remarked that in dealing with them
members of the conference sometimes be-
came so international that they did not
realise the national implications they
had to face when they got home. The
International Labour Office was doing
big work in obtaining information. It
had been making enquiries respecting the
local conditions throughout the world,
and an interim report on that matter
would be produced at the next con-
ference.

Mr. A. L. Hutchinson (Cambridge)
urged that Labour in Great Britain
should not despise but support the efforts
of the International Office.

Criticism was directed by some speakers
against the policy of the Labour party in
prohibiting the import of Eastern
sweated goods into Britain, and
also against the eight-hour day being
insisted upon in Eastern countries.

Mr. P. R. Stephenson (Oxford) said
there were still directors of companies
and at least one member of that con-
ference who would place critical obstacles
to the most simple international
activities. There was a strong case to
carry on intensive social propaganda
amongst their brothers in the East. If
the workers of India would go on
accepting a 60-hour week that was a
position to which the bourgeois Govern-
ments would be able to give, their
blessing.

Mr. J. E. Simpson, a farmer and
cattle dealer, of Leeds and Skipton, said
in West Yorkshire and East Lancashire
there were men in agriculture working
75 to 80 hours a week for 15s. a week
without any regard being paid to the
Agricultural Wages Board. The
authorities appeared to be entirely in-
different as to whether the regulations
of that Board were in operation or not.
It is a little useless, he exclaimed,
to discuss conditions in Japan when you
have these festering sores in England.

EVILS OF EXPLOITATION.

The President (Mr. Arthur Greenwood,
M.P.), defended the action of the Labour
party in objecting to goods, the product
of sweated labour, coming to Great Brit-
ain. Somehow or other the world had
to standardise and stabilise labour con-
ditions. Means must be adopted to see
that these conditions were enforced. In
principle there was no difference be-
tween excluding prison-made goods and
goods which did not comply with inter-
national standards. He desired to
protect the East from cosmopolitan
financiers who were seeking in the
illimitable labour in that part of the
world opportunities for exploitation.

(Continued at foot of next Column.)

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

FEBRUARY 17th, 1926.

Hongkong Bank	\$1,045 buy, 2 1/2 sa.
Do. London	2197 nom.
Chartered Bank	231 nom.
Mercantile Bank, A. & B.	239 nom.
Do. C.	218 nom.
P. & O. Bank	299 nom.
East Asia Bank	285 nom.
Canton Insurance	\$390 sa.
North China Insurance	32 nom.
Union Insurance	114 1/2 nom.
Yangtze Insurance	333 buy, 283 sa.
China Fire Insurance	1165 buy.
Hongkong Fire Insurance	3520 buy.
Donghai	330 sel.
H.K. & M. Steamboats	119 buy, 21 sel.
Hongkong Tugs	331 sel.
Indo-China (Ref.)	338 nom.
Do. (Def.)	350 sel.
Shell Transport	336 buy.
Star Ferries	331 buy.
Waterboats	315 buy.
Oriental Navigations	330 nom.
China Sugars	334 buy.
Malayan Sugars	339 sel.
Bonguets	314 nom.
Kailan Mining Ad.	44 nom.
Langkats (combined)	112 23 buy.
Do. (single)	112 12 nom.
Shanghai Explorations	112 5 nom.
Shanghai Loans	112 7 nom.
Ranby	112 5 buy.
Tronoh Mines	357 nom.
Ural Caspian	37 nom.
H.K. & W. Wharfs	1122 buy, 124 sa.
H.K. & W. Docks	352 buy.
Hongkows	112 105 buy.
New Engineering	112 7 nom.
Shanghai Dock	112 108 sel.
H.K. & S. Hotels	112 7 buy, 8 sa.
Hongkong Land	35 nom.
Hongkong Realty (p.p.)	33 buy.
H.K. Territorials (p.p.)	33 buy.
Humphreys Estates	313 nom.
Prince's Buildings	1120 sel.
Rural Lands	37 sel.
Ewo Cottons	112 9 buy.
Oriental	112 8 nom.
Shanghai Cottons (old)	112 55 sel.
Do. (new)	112 27 sel.
Amusements	111 buy.
Oranion Lee	374 nom.
Cemets (combined)	314 nom.
Do. (old)	313 nom.
Do. (new)	324 nom.
China Buses	112 104 buy.
China Lights (combined)	314 buy.
Do. (old)	310 buy, 11 sel.
Do. (new)	364 buy.
China Providents	377 nom.
Constructions	33 10 buy.
Dairy Farms	318 buy.
Des & Wing (p.p.)	310 nom.
Hongkong Kinetics	351 buy.
Macho Electric	340 nom.
H.K. Developments	25 sa. buy.
H.K. Ropes (combined)	340 sel.
Do. (old)	313 nom.
Do. (new)	381 nom.
Hongkong Tramways	320 60 buy, 31 sa.
Lane Crawford	312 sel.
Mackintosh	3214 nom.
Feat Trams (old)	317 buy.
Do. (new) (p.p.)	317 nom.
Sincere	311 sel.
Taxis	311 sel.
United Asbestos	320 nom.
Watsons (old)	312 sel.
Do. (new)	312 sel.
Wm. Powells	310 sel.
Telephones	333 buy.
buy—buyers; sel—sellers; sa—sales; nom.—nominal.	

The art of doing things comfortably

It is, of course, doing
them the Electric way.The Electric Kettle and the
Electric Radiator are two great
little comforts on these chilly
mornings.If you desire this wonderful
Electric Service together with
all the other appliances designed
for your comfort, you have only
to call on your local suppliers
of ELECTRICITY and
Electrical Appliances.THE CHINA LIGHT & POWER
CO. (1918), LTD.
KOWLOON.

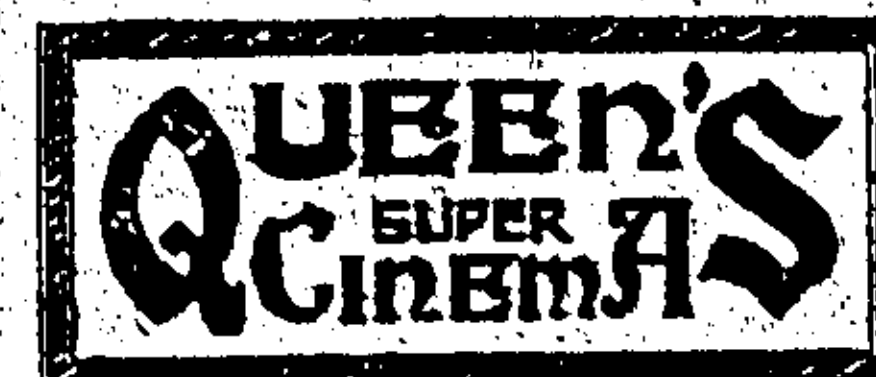
Mr. Greenwood described as not only
deplorable but criminal the British non-
condemnation of the Washington Hours
Convention. That was a scandal of the
worst kind.

Mr. Greenwood was re-elected president
of the Federation and Mr. Bertrand
Russell, Mr. J. L. Gray (Nottingham),
and Dr. Hugh Dalton, M.P., vice-
presidents. The next conference will be
held at Cambridge.

TO-DAY

TILL

SATURDAY.



TO-DAY

TILL

SATURDAY.

ANOTHER BIG ATTRACTION

LARRY SEMON

IN

"THE WIZARD OF OZ"

The Picture Extraordinary.

IT MAKES THE IMPOSSIBLE POSSIBLE!
IT'S NEW! IT'S NOVEL!

USUAL TIMES AND PRICES.

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WE BUY—

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Shares of interest to Our Clients.

WE SELL—

Small and Large Lots of Sound Local and

Rubber Shares.

HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO.

FLATS, HOUSES DISPOSED OF OR ACQUIRED FOR CLIENTS.

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10, Des Voeux Road.

[125]

SOUTH CHINA KNITTING FACTORY.

Owing to the rapidly increasing demand for our

HIGH GRADE COTTON SOCKS.

We have recently installed the
latest machinery, making it the

MOST MODERN KNITTING FACTORY IN HONGKONG.

We can now cope with the largest orders in the
shortest time, and invite enquiries from Wholesale
and Export Firms who are interested in a class of
Cotton Socks which have rapidly acquired a wide
reputation throughout the Far East and India for
Quality and Dependability.Office and Factory: MONGKOK, KOWLOON. TEL. K593
Cable Address: SOUCHIKINT, HONGKONG.

A.P.B.

A FINE SELECTION OF HORS-D'ŒUVRE.

SMOKED SALMON in Oil (LAX)	\$2.75	ITALIAN ANTIPASTO	\$4.45
BLACK RUSSIAN OVIAR, 2 1/2 oz.	1.30	TUNNY FISH EXTRA, Large Tin	.30
5 oz.	2.50	Small Tin	.40
ROLMOFF'S	.50	SAUCISSON de LYON OLIDA per lb.	1.80
HERBINGS in White Wine Mark Bacle	.50	BLACK OLIVES	.150
HERRINGS EXTRA (J. TROLEY)	.60		

ALSO
GRUYER ROQUEFORT & CAMEMBERT CHEESE.

THE FRENCH STORE.

TEL. 794.

No. 9, BEACONFIELD ARCADE.

TIGER CLIMBS TO MACHAN.

LADY RAMS RIFLE DOWN ITS
THROAT.A thrilling story of an English-
woman's escape from death while out
tiger-shooting in the Terai with her
husband is told by a United Provinces
correspondent.

Mr. Smythies, of the Imperial Forest
Service, and his wife were out shooting
on New Year's Day and Mrs. Smythies
fired at a tiger from a machan and
wounded it.

Her husband was guarding the en-
trance to a strip of jungle from which
the tiger had been beaten out and twice
drove it back to her (both his shots
missed). The tiger thereupon climbed
up the tree—a large, straight, smooth-
barked species—and tried to get into the
machan after Mrs. Smythies. She very
courageously rammed her rifle down its
throat and pressed the trigger, but the
cartridge missed fire. As there was no
time to reload, Mrs. Smythies attempted
to get out of the machan and in doing
so was thrown out and fell to the
ground.

Her husband had fired as the beast was
climbing the tree, but though it was
moving slowly and was hit again and
again the beast got right up. Mr.
Smythies' last shot was a desperate
attempt indeed, as at the time both the
tiger and his wife were in the machan
and it was this last shot that brought the
tiger down and finished it.

The tiger was a good specimen measur-
ing nine feet three inches.

PREPAID "WANTED" ADVERTISEMENTS

TO LET—From April 1st, 1926, for Six
Months. Well Furnished Flat. Four
Rooms. Central District. All Modern Conven-
iences including Elevator. Apply—Box No.
185 c/o Hongkong Daily Press. [158]

TO LET—Small Convenient Light
OFFICE in AIAI Building. Apply
Box No. 182, c/o Hongkong Daily Press. [155]

SAIGON RICE MARKET.

The Compagnie de Commerce et de
Navigation d'Extreme Orient, of Saigon,
in their latest circular, dated February
9th, say:—
Owing to the Chinese New Year rice
business is rather difficult. Since our last
report, there has been practically no
change in prices ruling on our market.
The supply of paddy is regular but under
the average for the time of the year.
The total amount of rice exported from
1st to 31st January, 1926, is 68,976,679 tons
against 58,996,973 in 1925.

We quote to-day white Saigon rice No.
1 25% broken round grain: Hongkong
\$8.50, per picul of 134 lbs. f.o.b. Saigon;
\$10.12, per cwt. f.o.b. Saigon; yen 8.40,
per picul of 134 lbs. f.o.b. Saigon.
White Saigon rice No. 2 sifted, Japan
quality: Hongkong \$8.30, per picul of
134 lbs. f.o.b. Saigon; \$10.12, per cwt.
f.o.b. Saigon; yen 8.25, per picul of 134
lbs. f.o.b. Saigon.



Summit
ONE PIECE COLLAR
This, the Summit "One-Piece" Collar, is neither soft nor stiff. It has all the comfort of a soft collar with nearly all the appearance of a stiff collar. It doesn't crumple. It doesn't wilt. It doesn't need a safety pin. And—it doesn't require starch.

Mackintosh & Co. Ltd.
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.
By Appointment
THE PIONEERS OF MOTOR CAR INSURANCE.
A Motor Car uninsured is a liability not an asset.
SAFETY. SERVICE. SECURITY.
Agents:
JAMES H. BACKHOUSE, LTD.
1A, CHATER ROAD (2ND FLOOR).

THEATRE ROYAL.
March 2nd, 3rd, 4th, 5th & 6th.

HONGKONG A.D.C.'S
GREAT PRODUCTION
"IF"
SEE THE BEAUTIFUL HAREM & DANCERS.
LISTEN TO THE MINSTRELS.
SEE THE WONDERFUL CONJURORS.

BOOKING NOW OPEN AT ANDERSON'S.
Prices— \$3 \$2 & \$1. [3187]

MAC'S CAFETERIA

Pedder Street.

CAKE SPECIALITIES.

BOOK CAKES.

For your next Birthday Party, Order one of our Special Book Cakes, Made of the best ingredients and beautifully decorated for the occasion.

QUAKER CAKE.

Was always a cake of great success and therefore you should not miss ordering one for your next Tea Party. Made of Sponge Cake filled with Cream Chantilly and Cherries, Ornamented with small Bavarols and Cream.

MAC'S CAFETERIA.

Telephone Central 4801.

THE HONGKONG & SHANGHAI HOTELS, LTD.

OUR LONDON LETTER.

THE GOVERNMENT AND EMPIRE PRODUCE.

A MILLION POUNDS GOING A-BEGGING.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 16th, 1926.

ROYAL RESIDENCES.

There is now official confirmation of the reports circulated after the death of Queen Alexandra about the future of Sandringham House. The King and Queen will enter into occupation as soon as the necessary decorations and alterations have been made. It is also of interest to learn that Their Majesties have decided that the establishment there is to be maintained precisely as it was during the Queen-Mother's long widowhood. This means that it will remain unchanged from the conditions that prevailed during King Edward's lifetime, for Queen Alexandra would never consent to any change at all.

When the King and Queen leave York Cottage that residence will become the home of the Duke and Duchess of York. How long they will remain as tenants remains to be seen. York Cottage has always been regarded as the Norfolk home of the Prince of Wales. Presumably the Duke's tenancy will depend upon the matrimonial intentions of his elder brother.

MOTORISTS AND INSURANCE.

Motorists, who have been protesting against the reported intention of the Chancellor of the Exchequer to raise the Road Fund which is kept going by motor licence fees, are now faced with another kind of threat. There are rumours that the insurance companies are preparing to increase the insurance rates, not only for motor vehicles but also for drivers and passengers. The reason given for the step in contemplation is that accidents on the roads are now so numerous it is necessary to revise the rates of insurance.

I learn from more than one source that motorists are by no means disposed to take this lying down. They are already protesting that with the rapid increase in the number of motor vehicles on the road insurance companies are gathering in a tremendous harvest in the shape of premiums; therefore, it is said, the companies ought to be easily able to meet the growing expenditure on accidents without the slightest difficulty. How the dispute, which is as yet in the early stages, will end remains to be seen, but obviously there are here all the ingredients of a very pretty quarrel.

ECONOMY IN WHITEHALL.

The average taxpayer is too much inclined to welcome any signs of economy in Government Departments to be over-critical of the newest spasm in this direction which has been developed in Whitehall. The Government Departments are going to economise on stationery. In future only Cabinet Ministers are to have cream-lined paper and envelopes for their use. The rest of the services will have to be contented with cheap buff-coloured paper.

In addition to this, it has been decided that the use of what are called "franked" envelopes is to cease as soon as the present stock runs out. This means that the familiar "O.H.M.S." will disappear, and that letters from Government Departments will have to be stamped by the officials, even as you and I stamp our letters.

It looks on the surface as though quite a big saving is going to be made. But it is as well not to be too optimistic in these matters. So far as one can see, the only difference will be that the Departments will charge up their postage stamps—which, of course, will have to be paid for—instead of using the franked envelopes. The only hope of economy will be that there may be a less lavish use of postal packets in the future than there has been in the past.

TOBACCO GROWING IN ENGLAND.

The sale has just been concluded to a Salisbury firm of tobacco manufacturers of what is believed to be the largest single crop of English-grown tobacco since the days of Charles II. It was produced on ten acres of land by Mr. A. J. Brandon, of Redfields, Church Crookham, Hants, who has been interested in tobacco-growing since 1910, and it realised £4,000. Mr. Brandon has been devoting between ten and fifteen acres of land to tobacco-growing, and he proposes to extend his operations if the home-grown tobacco industry can be made a really paying concern. It all depends on the attitude of the Government.

Mr. Brandon's manager stated this week that the English tobacco industry requires fostering for a time, by means of a Government subsidy. Efforts are still being made to obtain a further remission of the duty. There is a firm demand for tobacco grown in England, and I hear that if some more effective form of protection can be devised the industry would in time give employment to a considerable number of men and women. Anyway, this country pays America a pretty tidy sum every year for the raw material.

INTERESTING APPOINTMENT.

Although at the time of writing there has not yet been any official announcement on the subject, there is the highest authority for stating that Sir Ronald Lindsay will succeed Lord d'Abernon as British Ambassador to Berlin. The post has been offered to Sir Ronald, and he has accepted it. The official announcement may be delayed for some time, because Lord d'Abernon has been induced to remain on in Berlin until the Locarno Agreement has been made effective by the admission of Germany into the League of Nations.

Pending the formation of a stable Government in Berlin, this step cannot be taken, so that it is at the moment quite uncertain when Lord d'Abernon will be able to give up his Berlin post. At present Sir Ronald is concerned with the racial and political problems in Angora, and he has quite enough to do there to keep him busy for some considerable time. He will be welcome in Berlin, because he is a public school man of the new diplomatic type, is a good athlete, and has boundless energy and patience.

A NEW BARITONE.

Dame Nellie Melba is retiring from the concert platform to the regret of countless thousands of admirers, but she has done something to atone for her own departure. She has discovered a new baritone. He is a young man in whom the great musical "star" has taken an interest, John Brownlee by name, and he is an Australian of Scottish descent. He appeared with Dame Nellie at a huge farewell concert she gave in St. Andrew's Hall, Glasgow, a few nights ago, and he was so much to the taste of the audience that instead of singing once he had to sing eight times.

Mr. Brownlee is a native of Geelong, and it was the Mayor of that progressive town who brought him to the notice of Dame Nellie, with the result that he came to Paris to be trained. During her recent visit to Paris, Dame Nellie rediscovered him. Now, we may take it, his fortune is made.

TALE OF A MILLION POUNDS.

A year ago Mr. Baldwin told us that a million pounds sterling had been earmarked for purposes of publicity to bring under the notice of the public the sweet reasonableness of "buying Empire produce." The question is being asked in the Press what has become of the money. It has not been used on the laudable business of newspaper advertising. The answer would seem to be that the million pounds is almost intact. Up to six months ago—since when nothing has been done—the Imperial Economic Committee had produced two reports on the subject recommending practical methods of spending the money in making Empire produce more accessible to the British consumer. But the Government has given no signs of carrying the recommendations into effect.

From what I hear the truth is that powerful supporters of the Government suspect that much of the Empire produce is in competition with home produce, and are beginning to feel that encouragement of the Dominions has gone far enough. Questions as to the disposal of the million pounds will be, however, revived early in the new session of Parliament.

DECIMAL COINAGE.

I learn by a note received from the Federation of British Industries that Mr. Harry Alcock's suggestion of an alteration of the coinage to a decimal basis was considered last week at the Grand Council of the Federation. The Council seemed against, declaring themselves in the matter, but passed a resolution that the Government should be urged to appoint a special committee to examine and report upon the proposal.

Mr. Alcock's proposal is for an increase in the total value of the penny by 20 per cent, so that the shilling may consist of ten instead of twelve pennies and thus by one action put British currency on a decimal basis. It may be recalled that the last attempt, in 1920, to decimalise the pound failed because it involved the abandonment of the penny, the issue of several new coins to represent new denominations, and a more widespread knowledge of decimal calculations than could be safely assumed. Mr. Alcock's argument is that his proposals surmount these difficulties because the penny, instead of being abandoned, would be restored to its proper condition by new increased purchasing power, that no new coins and denominations would be necessary, and that no immediate knowledge of decimals would be required in home trade. Presumably the adoption of decimal coinage is as far off as ever it was, and this is saying a good deal—H.B.

CHINESE ARMY OF TO-DAY.

GENERAL SIR JOHN FOWLER'S LECTURE.

Major-General Sir John Fowler, who for three years was in command of the British troops in China, lectured at the Royal United Service Institution on "The Chinese Armies of the Present Day." Major-General Sir J. F. Burnett-Stuart was in the chair and there was an excellent attendance.

Sir John divided his lecture under different heads and in the following précis made by the London correspondent of the *Singapore Free Press* this arrangement is followed:—

NATIONAL ARMY.

There is no National Army of China with published establishments and organisation. There were various armies commanded by leaders who worked for their own ends. There was continual change in the composition of these armies; sometimes they were fighting on one side and sometimes against it. The so-called Generals who commanded these armies collected recruits as cheaply as they could and used them to attain their own ends, and in most cases to fill their own pockets. Still it was worth mentioning that the orders of the Government of Peking were still observed to a certain extent throughout China.

VALUE AS FIGHTING SOLDIERS.

China had a very old civilisation. Confucius's teaching was against a martial spirit and discouraged war and strife. Therein lay the difference between the Chinese and the Japanese. The Chinese depicted the "God of War" in tragic guise in their temples, but did not think much of him. In such a vast country as China there were many types, but no such thing as pacifism, for China as a whole. The Chinese had many estimable points and he liked them very much. They were hardy, very fearless, most hospitable, very polite, quick to learn and there was very little they could not be taught. They were not demonstrative, but learned steadily, and were very hardworking so long as they were working for themselves. As far as discipline was concerned there was no difference and they were not fanatical in the least and very tolerant even in regard to religion. The ordinary coolie had a hard struggle to exist and was willing to do anything if assured he would be lodged and fed and that was why it was possible to get any number of recruits who were on the verge of starvation. He did not think they had any compunction about fighting against their own people, with the one proviso that their families were looked after and secured against reprisals.

The whole country was infested with robbers led by anyone and living on the country—regular pests to all. The bandits were ill-armed and poor fighters, yet the Chinese never put up much of a fight against them. All these bandits were anxious to become soldiers and some time ago some 700 were so incorporated. Perhaps the reason why they met with little opposition was that there were few arms among the people of China, though Mauser pistols used for purposes of execution were becoming common. As far as horsemanship in the south was concerned, they knew nothing about it; they were more terrified by a man on a horse than by a motor-car. In Northern China there were good ponies and good riders. They ought to be able to raise good mounted troops, but he had never seen any cavalry, though he knew that Chang Tso Lin had some in his recent operations.

The best soldiers in China were the Yunnanese in the West and the Shantung people in the East. There were a lot of Yunnanese in Canton, whither they had been imported to fight, since they were purely mercenaries, and had received a certain amount of military training from the French. The Shantungese in Manchuria had proved they were pretty good material. The Chinese, though lacking in martial spirit, were by no means cowards. They had shown this in the police and detective force where they had exhibited extraordinary bravery. The Chinese had a list of honour, and soldiering came last but one. They had always been beaten by warlike people, but they were extraordinarily good bargainers, and remarkably able to hold their own. At Wei-Hai-Wei they had a regiment of Shantung men; they were entirely satisfied with the material, which was very amenable to discipline and could be easily trained. They did very well indeed in the fighting in 1900 for the Relief of the Legations. At Shanghai there was a volunteer company raised from the local Chinese and commanded by Chinese Officers. It was one of the best companies in the Yolo, and this was particularly due to the zeal of the Chinese gentlemen who trained them. The Chinese made extremely good engineers, in bamboo bridge building and the like. It was a Chinese contractor who performed the difficult feat of lifting the wireless masts to the top of the wall at Peking.

NATURE OF THE COUNTRY.

The country was very varied and very difficult—flat and intersected with water-courses here and dotted with mountains there—mountains through which troops could not pass. There were few roads outside the Treaty ports, though the two to Chifu and Jehol were making progress. It was a wonder so much trade was done, even taking into account the junks and the giant rafts. The whole of China, from the point of view of modern armies—would be a very difficult one to operate in.

ARMS, AMMUNITION AND EQUIPMENT.

The armies were well equipped with modern rifles—small-bore—and ammunition of varied types but serviceable. Smuggling of arms, despite attempts at prohibition, was still going on and he saw no chance of stopping it. There were a number of arsenals, one being at Shanghai, which was continually being fought for. There was an arsenal at Peking and another at Canton, while General Wu Pei Fu had another, according to re-

port, at Loyang. It was reported that Chang Tso Lin had spent two million sterling on the arsenal at Mukden in equipment. A Chinese was in complete control, but there were one or two Europeans there. He had heard that the arsenal was capable of turning out 100 rifles and 800,000 rounds of small arm ammunition per day and about 500 shells, while it could make 100 field guns and 100 machine guns in the year. This equipment was indeed rather better than that of the troops who used it. It was, though, hard to get the troops to keep it in good order. He did not think that any aeroplanes were manufactured in the country, but they were being imported by Chang Tso Lin, who had a lot of them. The reason for the bad upkeep of equipment was due to the frequent "take-offs" which took place before pay reached the troops. The Chinese were good mechanics and expert in the handling of motors. The uniform and equipment seemed always to be the same in regard to all armies. It was blue-grey and flimsy and not made for hard usage. With it the troops wore a distinguishing armband. In the winter in the north they were wadded cotton clothes. When it was wet they carried umbrellas which were extraordinarily useful. The Chinese were thoroughly accustomed to its use and it was a great protection.

SUPPLY OF FOOD AND TRANSPORT.

Transport was excellently done by local carts, pack animals, coolies and junks. Transport for ambulances and Field Hospitals, was practically nil and medical arrangements were very poor. There were few tents; the troops lived in the villages in the native houses. So far as supplies were concerned the troops lived on the country, though when there was an attempt to mobilise on a large scale some effort was made to accumulate supplies of grain, mostly millet.

MILITARY LEADERS.

FENG.—A wonderful organiser, very ambitious but working for himself. Reported to have received 3,000,000 dollars to turn against General Wu. Very nervous of himself. Last year after the campaign he went to the Western Hills; he has again retired into the background. Wu.—Very vain; proposes to write his "Maxims of War."

CHANG.—A real ruler, runs Manchuria like an Emperor; is liked by foreigners; gets his money from the railway; very polite; not physically a great personality; speaks in quiet tones; very nervous about his personal safety and never goes out except in an armoured motor. Many other leaders, though much the same type and ability. The General outside Shanghai was extremely helpful in training the volunteers.

USE OF RAILWAYS FOR OPERATIONS.

Railways figure largely in the fighting. Though not allowed to fight 1½ miles on either side of the line, the rival commanders use the lines for travel and themselves find the refreshment cars very useful. All forces try to do impossibilities with railway transport.

TRAINING OF CHINESE ARMIES BY FOREIGNERS.

There are about 200 Red Russian instructors in Canton. Chang Tso Lin had a corps of about 800 Russians in Manchuria; they did remarkably well. It was very difficult for the foreigner to teach the Chinese anything, as they were very self-opinionated. Chang had, however, a number of Mongolian instructors—all Russian subjects. The Chinese had a Staff College and a Military College. At the Japanese manoeuvres, however, there were many Chinese officers belonging to all parties, but they hobbled together amicably.

HOW CAMPAIGNS ARE CONDUCTED IN CHINA.

Intrigue precedes them; support being bought with actual money payments. Then one side sends a telegram denouncing the other side; offering a reward for the leaders dead or alive and a sliding scale of payment to the troops who will desert. They then commenced an attack by working along the railway, which soon got into a bad state. Tactics in operation are never so good as the intention. Troops though starting to advance in order, soon get to mass formation in attack. Their rifle firing was very wild, their machine-gun work more effective and their artillery fire not up to much, though improving. Battles always appeared to be inconclusive and indecisive. The reason was that if one leader did well, the others got nervous and ready to turn against him. Another reason was the lack of an objective and another their self-content. The Chinese armies were really formidable through their weapons and their numbers.

He would make no prophecy, but he did not see any outstanding commander who was likely to maintain himself for any length of time at the top of the tree.

CHANG'S TWO HUNDRED AEROPLANES.

A cordial vote of thanks was passed to Sir John, and in the discussion Captain Spiers, who has just returned from China, agreed that Feng's National Army had been untried by the recent or by any fighting, so it was difficult to gauge their standard. Their equipment, though bad, showed a distinct advance on that of previous Chinese land forces. Captain Spiers spoke highly of the Third Division. Chang had ordered 200 aeroplanes and possessed a large number at the present moment. Feng was very anti-British, due to our alliance in the past with Japan. Since the May troubles in Shanghai he had been working in close touch with the Soviet Government. Money, men and arms had come to him from that source. The training of the Chinese Army was based on German and Japanese lines. In practice the handling of railway transport was bad, and the Chinese had never any idea of working out their own plans. Captain Spiers spoke very highly of the Kansu Mahomedans from a military standpoint and said he regarded them as a very possible and effective obstacle to Bolshevik activities. He agreed with what Sir John had said about the use of umbrellas. The Szechuenese would be quite content to leave his rifle behind if only he could be sure of his umbrella.

NEW ADVERTISEMENTS

HONGKONG PHILHARMONIC SOCIETY.

THE NEXT REHEARSAL for ORCHESTRA will take place at the CATHEDRAL HALL on MONDAY NEXT at 5.30 P.M. Sharp.

H. J. BEST,
Hon. Secretary.
[3205]

INSTITUTION OF ENGINEERS & SHIPBUILDERS.

REMINDER.

A DINNER will be held on FRIDAY, the 19th inst., at the ROYAL GARDEN, HONGKONG HOTEL at 8 P.M. for 8.30 P.M.
Dress—Dinner Jacket.
[3208]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY FIRST ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Office of Messrs. DODWELL & COMPANY, LIMITED, on THURSDAY, the 4th MARCH, 1926, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th FEBRUARY to 4th MARCH, 1926, Both Dates Inclusive.

DODWELL & CO., LTD.,
General Managers.
[3204]

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW OF FLOWERS AND VEGETABLES will be held at VOLUNTEER HEADQUARTERS on THURSDAY, 11th MARCH, 1926.

ENTRIES will DEFINITELY CLOSE at 1 P.M. on MONDAY, 1st MARCH, 1926, at the Hon. Secretary's Office, but intending Exhibitors are Requested to SEND IN THEIR ENTRIES AS EARLY AS POSSIBLE.

Schedules have been sent to all Members who have paid their Subscription for the Current Year.

MEMBERS who have not yet paid their Subscription and ALL THOSE who wish to join the SOCIETY are Requested to Send \$5 immediately to the Hon. Secretary, Mr. E. B. C. HORNELL, c/o Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 17th February, 1926.
[3203]

S.S. "PORTHOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LONDON, etc., as "ANGKOR" and "BORDEAUX" ex s.s. "FORMIGNY," in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignee before 9.00 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by this Undersigned. Goods remaining unclaimed after Tuesday, the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday, the 26th instant, or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 23rd instant, at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

H. BODENFUSHER,
Agent.
Hongkong, 17th February, 1926.
[3206]

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motorship "DANMARK"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th of February, 1926, 4 P.M., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ashe on the 24th of February, 1926, at 10 A.M.

All Claims against the Vessel must be presented to the Undersigned before the 27th of February, 1926, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MATHESON & CO., LTD., Agents.
Hongkong, February 17th, 1926.
[3207]

FOR Rent Two HOUSES Near St. Paul's, and DAIRY Farm Office, Central, Clean and Quiet Locality, Good Outlook. May be Rented in Flats or Whole House.—Tel. 4830. SMALL INVESTORS.

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd and 6th.

TICKETS of ADMISSION to the Public Enclosure may be obtained from Messrs. KELLY & WALSH or at the GATE. Price—\$3 Per Day. Soldiers and Sailors in Uniform—\$1 Per Day.
No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.
LINSTEAD & DAVIS,
Treasurers.
[3192]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd and 6th.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure.
A Limited Number of Tickets are available and may be obtained from Messrs. LINSTEAD & DAVIS, Alexandra Buildings on or before SATURDAY, FEBRUARY 27th, 1926.
Price—\$10 Per Day or \$30 for the Meeting.
LINSTEAD & DAVIS,
Treasurers.
[3189]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd and 6th.

THE Stewards request the pleasure of the Presence of the Ladies at The Races.
[3190]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd and 6th.

PASSES for SERVANTS will be Issued on Application to Messrs. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. No Servants will be allowed inside the Enclosure of the Races Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in Attendance on their Employers or when On Duty at the Various Stands.

Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders will be Removed from the Enclosure.

C. B. BROWN,
Secretary.
[3191]

HONGKONG JOCKEY CLUB.

MEMBERS' BADGES of ADMISSION are Now Ready and may be obtained by those Members, who have not already received them, from Messrs. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS.

Members are Reminded that these Badges will also Admit them to All THE EXTRA RACE MEETINGS This Year.

C. B. BROWN,
Secretary.
[3193]

THE HONGKONG BENEVOLENT SOCIETY.

THE 36th ANNUAL GENERAL MEETING OF THE HONGKONG BENEVOLENT SOCIETY will be held at the CATHEDRAL HALL on WEDNESDAY, FEBRUARY 24th at 11 A.M.

All Are Cordially Invited.

EVELYN A. WARREN,
Hon. Secretary.
[3195]

NORTH CHINA INSURANCE CO., LIMITED.

SCRIP LOST.

SCRIP CERTIFICATE of SIX SHARES Numbered 6655 to 6660, registered at the Head Office in the Name of WING SUN SUN Has Been Declared to be LOST or MISLaid, and Application having been made to the Court of Directors for a Duplicate, NOTICE IS HEREBY GIVEN that unless the said Certificate be presented or any objection lodged at the Offices of the Company in Shanghai on or before the 3rd MARCH, 1926, a New Certificate will be issued.

By Order of Court of Directors,
C. M. G. BURNIE,
General Manager.
Shanghai, 3rd February, 1926.
[3188]

S.S. "GASCOGNE" (WEST AUSTRALIAN STEAM NAVIGATION CO., LTD.)

LEAVING HONGKONG FOR WEST AUSTRALIAN PORTS VIA SINGAPORE ON OR ABOUT 20th FEBRUARY.

EXCELLENT PASSENGER ACCOMMODATION.

For Freight and Passage, Apply—JARDINE, MATHESON & CO., LTD., Agents.
[3184]

2 Large and 1 Small BEDROOMS with Bathrooms Attached in a New Quiet and Commodious FLAT, Looking over Lygonia Pass and Three Minutes from the Ferry. Suitable for Married Couple without Children, or Friends willing to share. Catering as Required.—Box No. 3180, c/o Hongkong Daily Press.
[3180]

INTIMATIONS

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that The ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 20th FEBRUARY, 1926, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th FEBRUARY to the 22nd FEBRUARY (both days inclusive), during which Period No Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 3rd February, 1926.
[3143]

HONGKONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING OF HONGKONG TRAMWAYS, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & CO., Ltd., on THURSDAY, the 25th DAY OF FEBRUARY, 1926, at 12 O'CLOCK NOON, to Transact the Ordinary Business of the Company.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hongkong, 16th February, 1926.
[3202]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hongkong, on SATURDAY, the 27th FEBRUARY, 1926, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1925.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 15th FEBRUARY to SATURDAY, the 27th FEBRUARY, 1926 (both days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Court of Directors,
A. E. BARLOW,
Chief Manager.
Hongkong, 8th February, 1926.
[3160]

PARTICULARS AND CONDITIONS OF SALE.

OF THE VALUABLE HOUSEHOLD PROPERTY Situate and being SECTION A, B, C, AND THE REMAINING PORTION OF KOWLOON MARINE LOT NO. 84 AND A MOIETY OF KOWLOON PERMANENT PIER NO. 4.

TO BE SOLD BY ORDER OF THE MORTGAGEES

PUBLIC AUCTION

ON WEDNESDAY, the 24th DAY OF FEBRUARY, 1926,

AT 3 O'CLOCK P.M. IN ONE LOT.

BY Messrs. LAMBERT BROTHERS, Auctioneers,

At THEIR Auction Rooms, No. 5, Duddell Street.

The Property consists of—

First all these pieces or Parcels of Ground situate at MONG KONG in the Dependency of Kowloon and Colony of Hongkong and registered in the Land Office as Sections A, B, C, and the REMAINING PORTION OF KOWLOON MARINE LOT NO. 84 (being the whole of the Premises comprised in the Crown Lease of Kowloon Marine Lot No. 84) with the Buildings erected thereon and secondly a Moiety of One Equal Undivided Half Share of and in the right of Freezing and Maintaining a Pier over the Crown Foreshore and Crown Land shown on the Plan Annexed to the Crown Lease of Kowloon Permanent Pier No. 4.

The Property First described contains a Total Area of 80,307 square feet, or thereabouts, and is held under a Crown Lease for the Term of 75 years Renewable for a Further Term of 75 years.

The Crown Rent payable in respect of Sections A, B, C, and the Remaining Portion of Kowloon Marine Lot No. 84 is \$832 per annum and in respect of the Moiety of Kowloon Permanent Pier No. 4, \$160 per annum.

Particulars and Conditions of Sale may be had from—

MESSRS. DRACONS, Vendors' Solicitors,
1, Des Vaux Road Central,
OR FROM MESSRS. LAMBERT BROTHERS, The Auctioneers,
Hongkong, 11th February, 1926.
[3179]

TO LET.

NO. 51, GRANVILLE ROAD, KOW. LOON.

Apply to—SPANISH DOMINICAN PROCURATION.

[3129]

TO LET.

ON or About MARCH 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FARMER BUILDING" at "VICTORIA BUILDING" No. 5, QUEEN'S ROAD CENTRAL (between CANTONMENT BARRACKS and MARGARET BARRACKS).

Apply to—BANQUE DE INDOCHINE, Chater Road.

[3207]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply to—A. S. WATSON & Co., Ltd.

[3093]

INTIMATION

WATSON'S Celebrated DRY GINGER ALE

Its unique 'dryness' delightful aroma, and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

[50]

BIRTH.

FELICATE.—At Shanghai, on February 12th, to Mr. and Mrs. ROYALD K. FELICATE, a daughter.

ACKNOWLEDGMENT.

Mr. E. SADIK thanks his relatives and friends for their kind expressions of sympathy and condolences in his recent sad bereavement, and for their floral tributes as well as their attendance at the funeral.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, FEBRUARY 18TH, 1926.

THE BOLSHEVISTS' WHEAT HOAX.

THERE is an old and wise proverb which says he who sups with the devil needs a long spoon; and people who have had dealings with the Bolshevists ruefully confess that the admonition has a particular application to the present rulers of Russia. The great wheat hoax recently exposed in England to which reference was made in this column a short time ago, presents in vivid colours an illuminating picture of Soviet mentality and methods. The facts have come to light through an inquiry by the Food Council into the high price of bread in Great Britain. This Council is a body of independent men and women who are authorised by the Government to hold a watching brief, as the lawyers say, on behalf of the public regarding the price and distribution of foodstuffs. Neither executive nor administrative powers belong to the Council, but it has rendered most valuable service by calling material witnesses and getting at bed-rock facts. The conclusions arrived at on the evidence are duly published, and it has been found in practice that the power of publicity is

irresistible. Profiteering is rendered impossible. The grasping trader or the commercial combination suspected of rigging the market to control prices cannot maintain their position at the bar of public opinion.

According to evidence recently given before the Food Council it appears that the reports of the Russian yield of wheat circulated officially by the Soviet were entirely fallacious. Their statistical bureau circulated a statement that the wheat crop for the year 1925 would be 83,000,000 quarters. People connected with the grain trade accepted the estimate as honest and trustworthy. It followed that on this basis Russia would have 20,000,000 quarters as her exportable surplus—her contribution to the food supply of the world. The immediate result was that the world price of wheat fell heavily. Buyers at home, relying on the Russian crop as supplementary to the supplies ordinarily coming from abroad, bought less from Canada and elsewhere. It turned out, however, that instead of having 20,000,000 quarters available for export the Soviets could not deliver the grain because it is not there. Up to the end of his year they had only been able to ship 1,500,000 quarters. This confirms the statement issued in October by the Finance Commissar, SOKOLNIKOFF, that his expectations had been totally disappointed. Sir HENRY ROSSON, one of the greatest authorities in the wheat trade in England, told the Food Council in December that the "estimates" of the Soviet Government had proved entirely wrong. They (the Bolshevists) wanted to get as much credit as they could. They wanted machines, clothes and boots, and so on. The best way to buy them was to issue a report of this kind. In other words, the Moscow gang were blackguards enough to issue a false estimate with the cunning design of raising credit and obtaining goods in Great Britain.

That this was their intention does not admit of doubt. The exposure of the wheat hoax is to be considered in relation to the activities of Soviet emissaries earlier in the year. In July M. RAKOVSKY arrived in England and announced with a great flourish of trumpets that he had been commissioned to spend £13,000,000 chiefly on agricultural machinery for the Russian peasants to enable them to reap their abundant harvest. Our London correspondent gave a full account at the time of the failure of this mission. Ten per cent. of the total sum was to be paid in cash, and for the rest M. RAKOVSKY asked for credit according to the usual custom. But British manufacturers were not caught napping. They were naturally cautious about granting trade facilities to a country which has abolished or confiscated capital and repudiated its national debts. The Soviet delegation, being unable to produce satisfactory guarantees of security, went empty away. But the buyers of wheat had already speculated in Russian grain. When the price fell on the officially published estimate that Russia would send out 20,000,000 quarters they bought futures, or large quantities for delivery at a future date. As soon as the falsity of the estimate was discovered the price automatically rose, and they now find to what an extent they were duped. But the Bolshevists made good use of market movements. In trade circles in London it is said their agents bought extensively in the world's markets when wheat prices were at the lowest level, and now they are able to sell and take a big profit!

Altogether this makes a story which should not be forgotten. It adds another page to the long chapter of Soviet duplicity and intrigue. It is permissible to hope that the lesson will not be lost on the Socialist Party at home who are constantly lamenting that British trade with Russia languishes. Just over a year ago the Bolshevists nearly succeeded in persuading Mr. RAMSAY MACDONALD to grant them a loan on British security; and it is probable that if his tenure of office as Labour Prime Minister had not been abruptly terminated British taxpayers would by now have been saddled with another repudiated Russian debt. How is it possible to have trade dealings with a nation which publishes statistics that are utterly worthless and demands credit and goods in exchange for produce which does not exist?

A large number of Chinese shops opened for business yesterday, and the remainder are expected to re-open on Friday.

Mr. F. J. Jenner, of Kowloon Dock, who was returning to the Colony was taken ashore at Saigon to undergo an operation.

Lady Clementi has kindly consented to present the prizes at the Ladies' Club House, Fanning, on Saturday, February 27th. Tea & p.m. Presentations 4.30.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, a Chinese and a European were each fined \$10 for failing to renew their arms licences.

The only cases of notifiable disease reported in the Colony last week were 1 case of small-pox (Canadian, imported), one fatal case of enteric fever, and one Chinese case of paratyphoid fever.

A motor-car crashed into a wall at the junction of Caine Road and Seymour Road on Tuesday. A part of the wall was knocked down and the front portion of the car was smashed. No persons were injured.

A shop at Chuk Kin Terrace, Wanchai, was burgled on Tuesday night, when money and clothing to the value of \$392 was stolen. A Chinese goldsmith of No. 115, Queen's Road East, lost jewellery to the value of \$163 on Tuesday.

Mr. W. A. Hannibal, Hon. Secretary and Treasurer of the Hongkong Amateur Dramatic Club, writes that the A.D.C. have been able to forward to the Secretary of the Naval Commander-in-Chief a cheque for \$1,054.38 being the entire proceeds of the first performance of "A Little Bit of Fluff" in aid of the above fund as promised. The City Hall Committee generously allowed the A.D.C. to have the Theatre free on that night.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, a Chinese was charged with assaulting a compatriot at the Yau-mati breakwater, when complainant described himself as an official attached to the person of General Tang Pun Yan (a subordinate of Chan Kwong Ming). Complainant also alleged that on the voyage from Hoikow, he had political arguments with other passengers, including defendant. The case was adjourned.

On the arrival in Colombo of the homeward bound M.M. *Amcove*, the vessel was placed in strict quarantine owing to a case of small-pox having been discovered after the vessel left Singapore. The victim was M. Ramise, the Chief Officer of the ship. The Port Surgeon, Colombo, who was informed of the fact by wireless, boarded the ship and after a thorough examination of the crew and passengers, who were all vaccinated, allowed the vessel to work in quarantine. The patient was removed to the Infectious Diseases Hospital.

The King of Siam will be crowned on Thursday, the 25th instant. The ceremony will include the firing of the three angle guns named Maharak, Mahachai and Mahachak, a Royal salute of 101 guns will be fired by the Army and Navy; at the same time the priests in all the monasteries will ring bells as a token to the population that His Majesty has ascended the Throne. At 1 p.m. His Majesty in full Regal Robes, will send himself on the Throne at the Amarind Hall, and at a given signal the curtain before the Throne will be raised and His Majesty will show himself to the Princes, Foreign Representatives and officials assembled there.

WILL OF THE LATE CHAU SIU KI.

ESTATE VALUED AT HALF A MILLION DOLLARS.

Probate has just been granted of the will of the late Mr. Chau Siu Ki, formerly member of the Hongkong Legislative Council, who was one of the victims of the Po Hong Fong disaster in July last. The will is dated March 31st, 1925. A little over three months later, on July 17th, Mr. Chau Siu Ki died in the Tung Wah Hospital, as the result of injuries received in the catastrophe at Po Hong Fong.

Estate left is valued at \$544,200. He enjoined that the trustees, Mr. Chau Cheuk Fan, his brother, and his two sons, Messrs. Chau Cheuk Fan and Chau Kit Nin, should act as trustees until the minors come of age.

His wealth was shared indiscriminately amongst his large family. His son, Mr. Chau Kit Nin, one of the trustees and also a beneficiary, perished in the Po Hong Fong disaster. He enjoined that monthly sums should be paid to his mother, but she also perished. Allowances were also made to his secondary wives, but two of them met their deaths in the same way, and the only remaining one is Chau Ip Shi.

A legacy of \$10,000 was left to each of his daughters on their attaining the age of 21, and \$7,000 to each of his sons on their marriage. Members of the family were left monthly allowances ranging from \$25 to \$100.

The language in which the will was couched is simple and legal, unlike the majority of Chinese wills which are ornate and pedantic.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

BRITISH INDUSTRIES FAIR.
VISITED BY PRINCE OF WALES.

Rome, February 16th.
H. R. H. the Prince of Wales this afternoon visited the British Industries Fair in London and inspected the chief exhibits. He expressed appreciation of the manner in which British manufacturers were represented.

Their Majesties the King and Queen are expected to pay a visit during this week.

As evidence that many foreign countries will be represented by their buyers or agents, the catalogue has been printed in eight European languages besides English.

Dealing with the specific exhibits, it may be mentioned that the department devoted to scientific instruments is a most arresting one. The display of musical instruments is most extensive, whilst the exhibit of wireless apparatus includes wireless transmitting and receiving sets specially designed for use on board ships. Everything connected with the development of broadcasting is also shown by British manufacturers who have specialized in wireless instruments. The collection of toys shows that the British toymaker is making a distinctive article.

BRITISH AIRMEN.

TO FLY TO CAPE AND BACK.

Rome, February 16th.
On March 1st a flight of the Royal Air Force, consisting of four Fairey Napier biplanes, will leave Cairo in an attempt to fly to Capetown and back. Wing Commander Palford will be in command. The outward journey will occupy about six weeks, as it has been decided to remain for a couple of days or more at each stopping place. If the return flight to Cairo is successful, the machines will be fitted with floats and the journey will be continued to England. The distance thus covered, would be about 12,000 miles. The route followed will be almost the same as that followed by Mr. Alan Cobham and it will be interesting to see how the performance of the water-cooled Napier engine compares with the air-cooled Jaguar of Cobham's machine.

Particular interest will also be taken in the way that the Royal Air Force machines will take off from the Bloemfontein Aerodrome. This aerodrome is 6,000 feet above sea level and the rarefied air and heat caused Colonel Van Ryneveld to come to grief here while taking off in 1920, and nearly ended Cobham's flight in spite of the fact that his machine had an engine of 20 H.P. more than that normally fitted to overcome this very problem.

There may be a meeting between the Royal Air Force flight outward bound and Cobham homeward bound. Incidentally, it is learned that when Cobham makes the return journey to Cairo, he will do so at the utmost possible speed in the hope of making a record flight.

BRITAIN'S NATIONAL DEBT.
STATEMENT BY CHANCELLOR OF THE EXCHEQUER.

Rome, February 16th.
Mr. Winston Churchill, Chancellor of the Exchequer, stated in the House of Commons that, taking sterling at par the British net payment to the United States Government during 1925 would amount to £33,082,000 in capital and interest. Against this, we should receive about £14,000,000 from German reparations and inter-Ally war debts already funded.

Mr. Churchill said that the total amount of the National Debt at December 31st last was £7,732,000,000. The estimated charge for interest, sinking fund and management for the financial year ending March 31st next was £305,000,000. The amount due per head of population on these figures was £171 and £3.15s. respectively.

To Mr. Churchill's statement it may be added that the National Debt on March 31st, 1914, just prior to the outbreak of war, was £261,000,000 or about one-twelfth of the present amount.

[THROUGH REUTER'S AGENCY.]

REFORMS IN INDIA.

STORM RAISED IN THE ASSEMBLY.

Delhi, February 17th.
The galleries in the Assembly were packed with an intensely excited crowd for the prolonged debate on the unofficial resolution for the extension of reforms to the North-East Frontier province.

An attempt by Swarajists and Independents to effect a compromise failed in view of the division of Hindu-Muslim opinion on the question.

The Hindus being in the minority, vigorously oppose the reforms to the frontier province, while the Moslems demand it as the Province's due.

The Mohammedan members argued in favour of the introduction of civilising influences, education and liberal institutions.

Colonel Crawford said he supported the proposal because a contented frontier will help the cause of security in India. Pandit Malaviya raised a storm by openly quoting cases of Mohammedan outrages on Hindus.

Doctor Lahorekar moved a Swarajist amendment for reamalgamation of the frontier with the Punjab.

Sir Denysbry, in replying, said the cry for amalgamation was dead. The Government must watch with great interest any action or reactions this debate would cause in the Press of the Frontier Province and India as a whole.

The Assembly adjourned.

INDIANS IN SOUTH AFRICA.

ASIATIC BILL REFERRED TO SELECT COMMITTEE.

Delhi, February 17th.
The Government has made statements in the Council of State and Legislative Assembly regarding the situation of Indians in South Africa.

They announce that the Government of India has succeeded in persuading the Union Government to agree to refer the Asiatic Bill to a Select Committee before, instead of after the second reading, the condition being that the Committee is required to report to the South African Parliament in time to enable the latter to deal with legislation in the present session.

The Committee are to take evidence of the principle and also the details of the Bill.

FRENCH TAXATION BILL.

FEAR OF FURTHER COMPLICATIONS AND DELAY.

Paris, February 17th.
Controversy on the constitutional procedure is beginning to complicate the financial crisis in connection with the Senate debate on the Financial Bill. The latter during its passage to the Chamber was so short of revenue producing features that the Senate majority were anxious to come to the rescue of the Treasury, but it is problematical whether the Senate is competent to restore taxes rejected by the Chamber.

M. Cheron, Chairman of the Senate Finance Committee says the Senate are entitled to deal with any Government proposals discussed in the Chamber, and are therefore qualified to deal with rejected proposals. In the event of a modification of the Bill further complication and delay is feared when the measure is returned to the Chamber.

The Leftist organ *L'Avant-garde* says if the Chamber is perturbed at the Government's action it only has itself to blame. *The Nation* says all eyes are turned to the Senate. "We are hoping and waiting."

LEAGUE AND GERMANY.

LABOUR OPPOSE INCREASE OF SEATS.

London, February 16th.
With reference to the suggestion to give Poland, Spain and Brazil permanent seats on the Council of the League of Nations, the Labour Opposition has given notice of a motion in the House of Commons welcoming the application of Germany for entry into the League, supporting the condition that she should thereupon receive a permanent seat on the Council, and expressing the opinion that a concurrent increase of permanent seats on the Council in order to accommodate the claims of other nations, is to be regarded as a variation of the Locarno agreement and should not be supported by the British Government.

DOMINIONS AGAINST ENLARGEMENT.

According to the *Daily Telegraph's* diplomatic correspondent, South Africa has very strongly made representations to the Imperial Government against the enlargement of the League Council beyond the admission of Germany at present. It is understood that two other Dominions endorse South Africa's lead, pending, perhaps, a collective demarche in the same sense by all the Dominions.

[THROUGH REUTER'S AGENCY.]

RUBBER RESTRICTION SCHEME.

HON. E. HARMSWORTH'S QUESTIONS.

London, February 16th.
In the House of Commons, the Hon. E. Harmsworth asked whether the Stevenson Rubber Restriction Scheme had been modified in any way, and if so, for what reason, and whether an estimate would be given of the financial result of any change.

Mr. Amery replied that the system was modified in respect of the three months beginning February 1st by a decision to increase the percentage by fifteen per cent. instead of by ten per cent. This was taken in order to relieve those faced with the necessity of buying rubber at the excessive prices temporarily ruling. As regards the financial result, if the questioner meant the effect on the spot price of rubber, Mr. Amery feared too many factors entered into the question to enable him to give any estimate of the effect of this particular action.

DISSATISFIED SHAREHOLDERS.

VOTE OF CENSURE ON OIL CONCESSIONS BOARD.

London, February 16th.

As a sequel to the resignation of Mr. Gulbenkian and four other Directors of the Venezuelan Oil Concessions, a long and heated meeting of that Company in London, heavily defeated a series of resolutions by a dissatisfied section of shareholders, including a vote of censure on the board.

EGYPTIAN MUSEUM.

EXPLANATION OF CONTRADICTION REPORTS.

Cairo, February 16th.
The apparently contradictory reports here and in New York relative to Mr. Rockefeller's offer have been explained by Prof. Breasted, who, in an interview, said that the offer was subject to conditions to be accepted by the Egyptian Government. While they were discussing those conditions, garbled reports began to circulate which necessitated the publication of the facts. Mr. Rockefeller might well think that, pending acceptance of the conditions, no definite offer could be considered to have been made.

[Previous reports stated that Mr. John Rockefeller junior has offered King Fund of the Egyptians \$10,000,000 for a museum at Cairo.]

THE NEW CRUISER.

UNUSUAL INCIDENTS AT LAUNCH.

Portsmouth, February 16th.
Two unusual incidents occurred at today's launching of H.M.S. *Suffolk*, the first of five cruisers, at present being constructed at Portsmouth.

Lady Bristol, who performed the christening, made six efforts to break the champagne bottle across the bows before she was successful.

Later when the control rope was severed, the vessel refused to budge, when the suspense ended there was a burst of enthusiastic applause from the onlookers as the huge bulk was seen to start gliding to the sea.

AUSTRALIAN BUSH FIRES.

MORE DESTRUCTION.

Melbourne, February 16th.
The bush fires continue to burn but are lessening in intensity. Thirty-two saw-mills have been destroyed, idling 800 workers. Numerous relief funds have opened, and the Cabinet has taken active measures to relieve the sufferers.

An area of 600 square miles in the Powell Town area has been swept by the flames. Two hundred residents who took refuge in a tunnel escaped the flames. There are numerous instances in which brave women protected the children with their bodies, and ex-soldiers declare that the experience was more terrifying than anything they experienced during the war.

STRIKE IN BURMA.

OIL COMPANY'S LABOURERS DEMANDS.

Rangoon, February 16th.
Two-thirds of the oilfield labourers of the Burmah Oil Company at Yenang Yaug and Chauk Singu are involved in a strike demanding a reduction of taxation, the abolition of the Labour Bureau and the adoption of a monthly instead of a daily wage arrangement.

[THROUGH REUTER'S AGENCY.]

TENNIS AT CANNES.

GREAT TUSSELE BETWEEN LENGLEN AND WILLS.

Cannes, February 16th.

In the match between Mlle. Suzanne Lenglen and Miss Helen Wills at Cannes, Miss Wills led in the first set by two games to one. Then Mlle. Lenglen took the games to 4-2, and after the score had reached 4-3, went on to take the next two games and set.

The second set was most exciting. Miss Wills leading by three games to one. The French champion then drew the scores level at 3-3, and the games went ding-dong to 4-4, 5-5 and 6-6. Taking two straight games, Mlle. Lenglen won the set at 8-6.

VICTORY OF GENIUS OVER TALENT.

Mlle. Suzanne Lenglen's victory over Miss Helen Wills was as the victory of a dragon fly over a bee. All Miss Wills' industry, pertinacity and physical strength were unavailing against Mlle. Lenglen's swift darts across court. Lightning anticipation, seconded by equally rapid movement, out-balanced Miss Wills' hardest drives. It is not only a victory of genius over talent, but a striking conquest over her own temperament.

After Mlle. Lenglen's somewhat nervous play in the second set of a match played on the previous day against Contosavlos, doubt began to creep in some minds as to whether her nerves could stand the strain. She was severely tested in this respect not only by Helen Wills' strong resistance but also in the second set when Mlle. Lenglen led by six games to five and Miss Wills appeared to drive outside the court, making Mlle. Lenglen the winner. The players rushed to the net and shook hands under the fire of a battery of cameras, and the crowd cheered.

Then came a sensation. The referee ordered the game to proceed, ruling that Wills' shot had been inside. The score then went to 6-6. Suzanne, however, having brushed tears from her eyes, won the next two games in all-conquering style.

There were amazing scenes more reminiscent of a Cup Final. Thousands were shut out when the gates were closed at nine o'clock in the morning. Parties ensconced themselves amidst the chimneys of neighbouring houses, climbed trees and tram standards, while seats on the tops of motor cars and lorries were sold for big sums.

Mlle. Lenglen said after the match:—"There will never again be such a match. I hope. The crowd was most upsetting and drove me crazy."

Miss Wills said:—"I did my best, but she was too good."

WINNER FAINTS.

After the Lenglen-Wills match, Mlle. Lenglen and Mlle. Vlasto beat Miss Wills and Mlle. Contosavlos in the final of the ladies' doubles, at the conclusion of which Mlle. Lenglen fainted on the court.

TEST CRICKET.

WEST INDIES v. THE M.C.C.

Georgetown, February 16th.
In the first innings of the final test match which began on Saturday, the West Indies scored 462, to which Browne contributed 102 (not out).

The M.C.C. team then went in to bat, and were all out for 204.

Following on, at the close of play the M.C.C. had scored 95 for 5 wickets.

FOOTBALL AT HOME.

London, February 16th.
In a Scottish League fixture Queen's Park beat St. Mirren by one goal to nil.

SPIES SENTENCED.

FIFTEEN ESTONIANS TO DIE.

Riga, February 16th.
At the conclusion of the trial at Lenin grad, of forty-eight Estonians charged with espionage, fifteen were sentenced to death. The Public Prosecutor, in a speech which lasted ten hours, said that the Intelligence Departments of Britain and the Baltic States were co-ordinated, and consequently all espionage information reached Britain.

DUTCH POLITICS.

The Hague, February 16th.
Evidently owing to the protracted ministerial crisis, the Socialist Party in the Second Chamber has resolved to urge the convocation of the Chamber in order to discuss a proposal to invite Her Majesty the Queen to dissolve Parliament.

[REUTER'S AMERICAN SERVICE.]

U.S. FORCES.

ARMY AND NAVY APPROPRIATION BILLS.

Washington, February 16th.

The House of Representatives has passed and sent to the Senate the War Department Appropriation Bill totalling \$339,580,000.

The Senate has passed the Naval Appropriation Bill totalling \$316,433,000, which is \$1,531,000 below the Budget Committee's Estimate.

INCREASED VOTE FOR AVIATION.

LATER.
The total include \$13,900,000 for aviation, an increase of approximately \$3,000,000 as compared with the appropriation approved by the House of Representatives.

AERIAL TRIP TO ARCTIC.

TO BE FINANCED BY UNIVERSITY GRADUATES.

New York, February 16th.

The round-the-world fliers, Lieutenants Ogden and Wade, are planning an aerial expedition to the Arctic next summer, starting from Point Barrow.

They are being financed by graduates of Harvard, Yale, Princeton and Pennsylvania Universities.

There will be five aeroplanes fitted with 22 horse-power Douglas engines.

THE CATHCART CASE.

MILLION "DEPORTABLE ALIENS" IN AMERICA.

New York, February 16th.

The New York correspondent of the *Daily Express* reports a dramatic sequel to the exclusion of the Countess of Cathcart, Mr. Curran (the Immigration Commissioner) having sent to the Government Immigration Committee a report estimating that there are over a million "deportable aliens" in America. The committee intended to recommend Congress immediately to vote \$200,000 in order to facilitate deportations.

NEW YORK FIRE.

HIGHEST BLAZE IN FIREMEN'S EXPERIENCE.

New York, February 16th.
What the firemen describe as the highest fire in their experience, occurred this morning on the thirty-fourth and thirty-fifth floors of the Equitable Building, which is a reputedly fireproof skyscraper in the heart of the business quarter. The fire started in the basement and mounted the shaft containing the water pipes and electric wires. It was easily extinguished and there were no casualties, though two men were rescued with difficulty from narrow ledges outside the windows where they had taken refuge against the smoke.

The damage is estimated at \$60,000 mainly due to water.

AMERICAN COAL STRIKE.

MINERS' UNION RATIFY AGREEMENT.

New York, February 16th.

A message from Scranton says that a Convention of the Miners' Union has ratified the agreement for the settlement of the anthracite coal strike.

NOT SERIOUS ENOUGH.

LORD HUGH CECIL'S 100 YEARS AGO COMPARISON.

Present conditions, compared with those of one hundred years ago, were discussed by Lord Hugh Cecil, M.P., in an address at St. Michael Paternoster Royal, College-hill, Cannon-street, at a New Year's Day special service.

Probably most people would agree, said Lord Hugh, that there was a certain want of seriousness of outlook, and though we were in many respects far better than our forefathers, for instance in regard to what might be called scandalous vices, yet we did not take life quite so seriously or strenuously as they did in many ways.

There had been a tendency for a number of years to let amusement become a matter of very earnest concern. People wrote to the papers as if it were a national calamity if the English Eleven were defeated by Australia, or an American athlete ran faster than an English one, and were foolish enough to be really distressed over it.

That partly arose from losing a good deal of hope and interest in more serious things, such as politics, law, and business. The charge of softness against us was perhaps true. Though he did not accept it in regard to our greater humanity and kindness, he thought there was less inclination to contemplate and more desire to shrink from what was sad, gloomy, or disagreeable, and the affairs of the world got none the better cared for because we were not strict and austere with ourselves.

WEATHER REPORT.

Last night's weather report's forecast and remarks by the Royal Observatory said:—"The anti-cyclone has weakened slightly. Fresh monsoon will continue along the S.E. coast of China and over the China Sea."

Local forecast: N.E. winds, fresh, cloudy.

DENMARK AND THE EAST.

EAST ASIATIC CO.'S NEWEST AND BIGGEST MOTORSHIP.

With the arrival this morning of the Danish motorship *Danmark*, the East Asiatic Co., Ltd., of Copenhagen have marked a further link in their chain of vessels between Denmark and the Far East.

As is well-known it was through the initiative of the East Asiatic Co. that the Diesel engine was first tried out as the propelling power for larger vessels, and the maiden trip of their first motorship *Selandia*, built by Burmeister and Wain, from Copenhagen to Bangkok and back in 1912 was closely and interestingly watched by shipowners all over the world.

As a result of this trial the East Asiatic Co., Ltd., decided on a programme of an entire fleet of motorships, the first complete fleet ever built—disposing of their fleet of steamers to the Steamship Co. "Orient." The E.A. Co. have since built 30 Diesel motorships with a total carrying capacity of 225,000 tons, of which *Danmark* is the latest and biggest.

While other nations are expanding in this industry the *Danmark* carries the name of the pioneer-country in motorship building over the seven seas, and represents the latest word in this type of vessels as built by the original designers, Messrs. Burmeister & Wain of Copenhagen.

The *Danmark* is built to the highest class in Lloyd's and has a deadweight capacity of 12,400 tons. Her length is 400 feet, breadth 59 feet, with draft of 28 feet 10 inches.

She is fitted with 16 electric derricks and carries in her tanks 1,400 tons fuel oil, sufficient for 80 days' consumption at a speed of 12½ knots.

The engines are two 6-cylindered Diesel motors of Burmeister & Wain's latest type generating 3,400 i.h.p. and a speed of 12½ knots.

The local agents are John Manners & Co., Ltd.

DESTITUTE RUSSIANS.

A COMPLAINT AGAINST A GERMAN COMPANY.

Three Russians, charged with being in the Colony without any visible means of employment, were sent to the House of Detention by Major C. Willson at the Central Magistracy yesterday. They were Justin Javorsky, George Klichoff, and Ernest Rant.

Javorsky said that he was taken on as a coal passer on a German steamer at Shanghai, but on arrival in Hongkong he was put ashore along with the two other defendants.

Sergeant Elson said that one of the defendants was a fireman, but the other two were stowaways on the same boat. The Captain Superintendent of Police was writing to the Company concerning the complaint of the first defendant.

The other two defendants pleaded guilty.

UNITED STATES AND JAPAN.

EXCHANGE OF ARMY OFFICERS.

Continuance of reciprocal exchange between the armies of the United States and Japan of officers for attachment to regiments recently proposed by the Japanese Government had been accepted by the United States, says *The Army and Navy Register* (Washington).

That plan, was carried into effect during the past year, and the Secretary of War says "the results obtained by such exchange proved beneficial to both services, whereupon the Japanese Government requested its continuance with the ultimate idea of making it permanent."

It is mutually agreed by both Governments that the officers selected shall not be above the grade of major, and that the branches to which the officers will be attached will be confined to the infantry, cavalry, and field artillery. The officers so assigned will not have command of troops. The assignment will be for not more than one year.

The War Department has not selected the officers for this detail, but it is expected they will be named from the officers who have graduated as students of the Japanese language.

MR. AMERY AND THE DOCTORS.

THE BOYCOTT OF THE COLONIAL SECRETARY.

In official circles in London a warning recently issued to doctors by the Council of the British Medical Association against accepting appointments in the British Colonial services offered by the Colonial Secretary is regarded as an attack on Mr. Amery. The Colonial Secretary was in Switzerland, and the manifesto was forwarded to him.

The controversy is over the regulations for the East African medical services introduced last August by Mr. Amery, and the manifesto, as published in the *British Medical Journal*, states: "In view of the action taken in East Africa, the Council of the Association is definitely of the opinion that members of the Colonial Medical Services can no longer place any confidence in the fulfilment of the terms on which they are appointed by the Secretary of State."

THE HUNGARIAN NOTE FORGERIES.

OFFICIAL STORY OF THE FRAUDS.

A long official *communiqué*, of which the following is a summary, was issued at Budapest last month in regard to the amazing plot for the forgery of bank notes, to which a large amount of space has been recently devoted in the papers of Europe—

In the middle of December, on receipt of information from Amsterdam of the arrest of Hungarians with forged French 1,000f. notes in their possession, the Hungarian police immediately started enquiries here which, on the instructions of the Minister of the Interior, they extended to cover a wide field of search. On December 21st details were received from the Procurator-General in Amsterdam that Jankovitch, Marsosvsky, and Mankovitch had been arrested with 7,500 forged 1,000f. notes in their possession. The confessions of these men incriminated M. Nadossy, the Chief of Police here. On this account the Minister of the Interior at once excluded the Chief of Police from any participation in the police action in the case. The finding of one false 1,000f. note in the National Bank here, led to the arrest of Prince Ludwig Windisch-Graetz's servant, Kovacs. This arrest was followed shortly afterwards by that of Prince Ludwig Windisch-Graetz's private secretary, who was found to have been in telegraphic communication with the men arrested in Holland.

On January 3rd M. Nadossy appeared of his own volition at police headquarters and made a statement which led the same day to the arrest of Prince Ludwig Windisch-Graetz, followed on the next day by the discovery of the designer of the notes and his accomplices. The notes and parts of the notes were found in the cellars of the Cartographical Institute. Next came the report of the arrest of Olevary in Hamburg, that of his brother here, and another man named Andor, who was arrested on his return from Milan. The names are given of the 24 persons under arrest, three in Holland, one in Hamburg, and the remainder here.

With the exception of the note mentioned and of 100 false notes deposited in a bank here as security for a loan, no notes were circulated in Hungary. The whole idea was Prince Ludwig Windisch-Graetz's. By alleging patriotic motives he was able to get the help of Nadossy and of assistants of the Cartographical Institute, where even the paper was made. Twenty-five to 30 thousand false notes were turned out altogether. Distribution of the notes for circulation was completed early in December, and the distributors started in two groups, one for the Northern States and the other for Italy. When the first arrests were made Prince Ludwig Windisch-Graetz telegraphed to the other distributors to return home at once, and steps were taken to destroy the remaining notes and plant.

Most Hungarians believe, says the *Times* correspondent at Budapest, that some political motive was behind the scheme, and there is evidence that responsible persons suspected that something was happening before the present exposures were made. This is more or less the point of view taken up officially by the Socialist Party, which has passed a resolution demanding the clearing up of the matter, without which, the resolution states, there can be no real feeling of internal security in Hungary.

POLICE CHIEF'S ARREST.

SUICIDE ADVISED.

Perhaps the most interesting personality now under arrest as an alleged accomplice in the Hungarian note forgery, says a diplomatic correspondent, is the ex-chief of police for the whole of Hungary, M. Nadossy. In view of his past and his close association with the Regent, Admiral Horthy, it appears that in accordance with a tradition common among Hungarian officers a warning was given to M. Nadossy of his impending arrest and prosecution, and a respite was granted him, accompanied by a friendly intimation that he would do well to avoid apprehension and disgrace by a timely suicide. M. Nadossy, however, refused to take the hint, and his attitude in this respect is said to have caused indignation in high military circles. It may be, however, that M. Nadossy considered his conscience and honour to be safe, because, as he himself declared in his subsequent cross-examination about the diplomatic passports granted to various criminals, what he did he did not do for personal gain, but for what he held to be in the interests of his country. M. Nadossy's confession, it is reported, does not tally in every regard with that made by Prince Windisch-Graetz, and the two either have been or will be confronted, to facilitate the elucidation of the discrepancies in their evidence.

There is some suspicion that Major Geroc, the technical expert of the Cartographical Institute at Budapest, may have been induced to make a more or less voluntary confession of guilt in order to shield higher personages. He also stated in cross-examination that he had received no money whatever for the part he played in the forgery, regarding it as merely part of his official and patriotic duties.

ARCHDUKE'S SPEECH.

The suspension of the democratic organ, *A Vilag*, by the Budapest Government, which caused a great sensation by purporting to reveal the political and international plans of the Right Wing Radicals and the followers of the Archduke Albrecht. When, on November 18th last, the latter was solemnly elected president of the Union of Magyar National Associations, and took over this office, he delivered a speech in the course of which he said that the country, as regards external matters, had a great task before it—the irredentist propaganda abroad. There was not a single Magyar throughout the world who would not regard the restoration of the old frontiers as his national duty. The union, he added, must take action, because the hands of the public functionaries were bound by the peace treaties. He undertook to submit to it at an early date precise and detailed plans as to how its irredentist aims could best be realised abroad.

A Vilag published the contents of the plans referred to. They were ready even before the Archduke Albrecht made this speech, and several of his confidants had already then gone abroad to prepare for action. These confidants knew that their purpose was to isolate France internationally, and that this purpose could be most safely achieved if France were brought into an economic crisis. The Little Entente must be deprived of the support of the Great Powers. One who was present at these confidential discussions, and who had been sent on a secret mission to the South European States in connection with the forging of the banknotes, stated that this plan for the inflation of the franc had been accepted, as its own by the military camorra, that is, by persons in Regent Horthy's entourage, and that the attitude of the military camorra afforded proof that these highly-placed persons were among the supporters of the plan. In addition to this, *A Vilag* published the information that Raba, the secretary of Prince Windisch-Graetz, had been to Germany, where he acquainted the Bavarian Fascists with this action, and had received from them the plates for the forging of French 1,000f. notes, which had been manufactured during the war in Germany.

COUNT KAROLYI'S VIEW.

RINGLEADERS ARE GERMANS.

Count Joseph Karolyi, the Hungarian Legationist Deputy, is at Bordeaux, and in an interview he has given to the *Matin* he declares that the Hungarian nobility are not implicated in the forged French bank-note scandal. Apart from Count Bethlen, whom he considers to be an honest man, he says the present Government is composed of new men, called from modest positions to occupy high State positions. Count Bethlen had the courage to put nineteen persons alleged to be connected with the scandal in prison, but Count Karolyi considers that two hundred and fifty could have been arrested, Hungary, and especially the Legationists, must not be confounded with "this band of criminals," which, he says, includes swindlers and persons recruited from unhappy people who since 1910 have lived by lamentable expedients. He considers that the ringleaders are Germans belonging to the Nationalist party, who for a long time had the idea of using spurious money in order to aid their Monarchical projects. Not being able to work in Germany, Count Karolyi says that for several months the Nationalists had transferred their activity to Hungary. He adds that the idea of using spurious money to further politics emanates from the old adjutants of General Ludendorff. "They are the sworn enemies of our Queen and King," he says, "and they desire to make Hungary a vassal of Germany, the forgers and conspirators of Munich and Budapest are our adversaries as they are yours."

The *Matin* also publishes from its Strasbourg correspondent a message describing "the adventurous career of Prince Windisch-Graetz." During the Russo-Japanese war the Prince was on the Japanese side, and, it is alleged, crossed the lines and was captured by the Russians, escaped, and went to the United States. Returning to Hungary, he left for Africa, where he hunted lions, and afterwards took service with Slatin Pasha. Returning to Hungary again, he married and entered politics, and vehemently combated the policy of all the Foreign Ministers. After the annexation of Bosnia and Herzegovina he started for Serbia disguised as a café waiter, and as such did espionage work and went back to Hungary. In the late war he was the confidant of the then Heir, the Archduke Karl, and at a secret sitting of the Chamber of Deputies he delivered a speech violently attacking the Austrian Grand Headquarters and concluding that the Austro-Hungarian army ought to be placed under the direct command of Hindenburg, and Ludendorff. There is an allegation that, in spite of the unfavourable opinion of his Government, he was the means of large quantities of provisions, including potatoes, being sent to Germany, and that he netted 9,000,000 crowns from this transaction. When the defeat of Germany became certain Prince Windisch-Graetz, it is alleged, induced the Emperor Karl to appoint Count Andrássy as Minister of Foreign Affairs in order to begin pourparlers for a separate peace with the Allies. According to the *Matin* correspondent, it was the Prince who, when the revolution broke out, ensured the flight of the Imperial family and had the Emperor's jewels and money sent to Switzerland. "Afterwards," runs the story of the Prince's adventures, "he put himself at the head of conspirators who worked to bring about the restoration of the Monarchy." On his return to Hungary he gambled and lost, and was obliged to pledge a collection of coins belonging to his family.

GAMBLERS IN LAND.

150 TRAINS A DAY.

£4,000 A FOOT FOR BUILDING SITES.

NEW YORK.

In Florida, where the sun shines perpetually, citrus fruits grow, and sea-beaches offer infinite allurements to wealthy tourists, Americans have created a situation so fantastic as to suggest the topography of a comic opera rather than anything possible in real life.

Within the past six months, so it is estimated, something like 2,000,000 men and women have left their homes in the North and Middle West and gone "chasing the rainbow" in search of the unearned increment. In other words, they have become infected with "Florida Frenzy," which causes its victims to buy and sell realty in the belief that they can thereby acquire immediate wealth.

The dimensions of the craze are such as to stagger credulity. Every day 150 trains and many vessels unload in the chief towns of the State multitudes of fortune-hunters, and every day thousands of motor-cars and lorries laden with speculators, furniture, food, and building supplies congest the great highway which leads to Miami, the headquarters of the gamblers in land.

TYPHUS-PLAGUE DANGER.

So terrific is the congestion that the railways have been forced to declare a freight embargo and the chief towns to establish suburbs of tents, wherein at the present moment more than 600,000 travellers are living in imminent danger of a plague of typhus.

The resident population of Florida is approximately 1,200,000, but its cities today are trying to house twice that number of visitors. In Miami, whose permanent inhabitants number 71,419, no fewer than 11,000 men and women are employed in selling real estate. A similar situation exists in Tampa and in other cities, all of which are spending unbelievable sums in building and in laying out seaside resorts.

Miami's bill alone for housing construction, new roads, bridges, power and water plants, and other enterprises amounts this year to \$28,000,000. Its citizens have erected, in anticipation of the boom, 45 new hotels and 135 blocks of flat mansions, not to speak of innumerable bungalows, all rented at prices calculated to give even a New Yorker goose-flesh.

Building sites situated on its principal street fetch 24,000 a front foot, or as much as similar sites in Fifth Avenue. For Miami dreams in its fever that it is destined shortly to be "bigger than New York."

Incredible stories of vast fortunes suddenly made by its speculators form the staple of its conversation. A reproduction of even the best of these stories would fill several comic-opera librettos. It would seem as though the majority of the congested multitudes who daily fight their way through Miami have been hypnotised by the national science of salesmanship; for they buy options on land which they have not even seen and usually sell them again before the day is out to other victims of the prevailing frenzy.

ORGIES OF SPECULATION.

Few spectacles so redolent of the music-hall have ever been offered in actual life as that which greets the visitor to Miami arriving by sea. Yachts and motor-boats bearing huge streamers advertising realty concerns surround his steamer. Aeroplanes whirl overhead.

Bands innumerable play jazz; women "realtors" and hordes of young men, coatless and hatless, with their trousers pockets bulging with blue prints, loiter behind the prospective buyer to his hotel and preach to him the peculiar doctrine called the "consciousness of wealth."

Sober-minded Floridians, of whom there are some left, are now deploring the orgies of speculation in which the excited visitors are indulging. They fear the day when the boom becomes a boomerang, inasmuch as a population of 20,000,000 would be required to make real the existing inflation of realty.

But meanwhile the basis of Florida's genuine prosperity remains secure. Its fruit and vegetable industries are expanding rapidly, and its wonderful beaches are undoubtedly destined to become the winter playground of a nation which every year produces a greater percentage of rich and leisured people.

Hence the decision of the railways to double-track their lines through the tropical peninsula, hence the marvellous growth in the resources of the banks of Florida, which are draining money from the North and Middle West at the rate of more than a million dollars daily. But so far as real estate is concerned the days of tribulation are probably fast approaching; and the prediction is that by spring-time those who have failed to sell will find themselves "holding the bag."

(Continued on next Column.)



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COUNTRY GIRL TO QUEEN.

CAREER OF MARGHERITA OF ITALY.

POPULAR AND BELOVED FIGURE.

Queen Margherita, the Queen-Mother of Italy, whose death took place last month, is described in an obituary notice as a woman of strong character, an ardent mountaineer, a keen motorist, and a writer of mystic stories which she never published.

The daughter of the Duke of Genoa, she was born seventy-four years ago among the hills of Savoy, and her upbringing was the simpler because her father—who died when she was four—was an impoverished man. At seventeen it was decided, for State reasons, that she should marry Prince Humbert, then heir to the throne of Italy. The prospect frightened the girl.

"I am only a little country girl," she is said to have protested. "I shall be such a stupid Queen that all Italy will laugh at me."

But the beautiful young Princess won the hearts of the people, and although her early married life is said to have been unhappy, the prayer which she composed on the assassination of King Humbert in 1900 paid a touching tribute to the memory of an "adored husband" who "loved his people" and whose "one thought was always the good of his country." This prayer was widely published.

When Wilbur Wright, one of the pioneers of flying, offered her a trip in his machine she regretfully declined because "there were too many people about," but it was certainly not lack of courage that deterred her, for long afterwards, on her 71st birthday indeed, she made an hour's voyage in an Italian submarine.

Queen Margherita had decided views on the position of women. In an interview published in an English journal she declared that

Women should not associate unnecessarily with men, nor should she meddle in politics, as the word is broadly understood. Above all she should guard against developing the traits of men. A blending of ancient reserve with modern independence would give us the ideal woman.

THE KAISER SUCCEEDED.

The Queen-Mother's objection to women's participation in political matters was shown by a snub she administered to the ex-Kaiser when, in 1913, he wrote to her asking her to use her influence to prevent Italy's intervention in the war. She replied: "In the House of Savoy there is only one ruler at a time."

She was widely read, and, in addition to knowing English, French, German, Spanish, and Latin, was a good Greek scholar. She played the piano, the mandolin, the lute, and the lyre, and in years gone by sang remarkably well.

She had almost a passion for precious stones, and in that connection a good story is told. King Humbert, intending to make her a Christmas present, once asked one of her secretaries to suggest a suitable gift. The secretary, with considerable courage, pointed out that the Queen owed a number of bills to milliners and dressmakers. The King took the hint, and on Christmas morning the Queen found all the bills, receipted, under her table napkin.

THE MOTOR-CAR TRAMP.

Already Georgia and South Carolina are suffering from the effects of the super-boom. They are being inundated with a new species of tramp—the mendicant with a motor-car who has no money left for the purchase of petrol. On his way back north he begs petrol from village to village. As he, with his family, would be a burden on the local rates if he failed to move on, his requests are usually met.

In Florida, too, hundreds of motorists who have failed to make the lucky turn are selling their cars for the price of their railway transportation back to the north.

These victims of the hunt for the unearned increment include large numbers of mechanics, carpenters, and others who, despite a wage of 24 a day, find themselves powerless to cope with the steadily mounting prices of living. Food and rent call for more than they can earn, and so they are returning to their abandoned homes. The backward flow of failures, however, is more than counterbalanced by the inflow of new gamblers in land.

If one wishes to go to Florida by train one must book one's berth weeks ahead in the sumptuous expresses known by the picturesque names of "Orange Blossom" and "Everglade Special." As for freight, it forms a congested line of goods trucks at the moment of writing as far north as Savannah.—*Daily Mail*.



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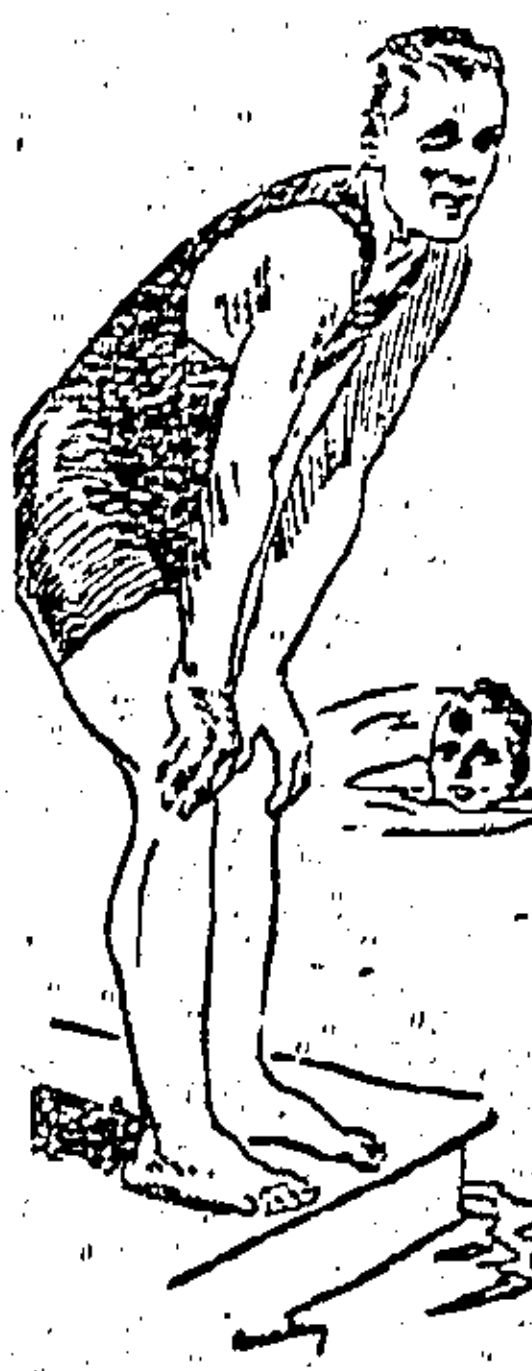
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BOVRIL

RAILWAY TRAVELLING IN
BRAZIL.WHY A TRAIN WAS THREE
DAYS LATE.A writer in a London paper describing his "Impressions of South America" says:—
The railway journey from the Bolivian border to the Brazilian coast in some respects resembles the journey across Siberia, except that the climates differ.

In present circumstances it takes six days, but much depends on the number of times the train goes off the line. A train has been as many as three days late, but on that occasion the Japanese engine-driver was found to have taken more "pings" (native spirit) than was good for him. There are no signals on the Matto Grosso line, and the rails are not ballasted; also it is seldom that the communication-cord works to notify the driver when a rear coach has gone adrift. We were unfortunate in only being derailed once.

A NOVEL WHALING EXPEDITION.
BRITISH VESSELS BOUND FOR
SOUTHERN SEAS.Captain Scott's old ship, the *Discovery*, which left England several months ago, is now in the South Atlantic, and last month a smaller vessel, specially built for the work to be undertaken, sailed from Hull to join the *Discovery* in oceanographical investigations in the Southern Atlantic and Antarctic Oceans. The main purpose of the expedition is to investigate the habits and migrations of Antarctic whales in connection with the whaling industry of South Georgia and the South Shetlands, and though the expedition is under the control of the Colonial Office, the entire cost will be paid by the people of the Falkland Islands, mainly emigrants from Scotland, whose prosperity depends largely on the successful operation of the whale fishing industry of the more southerly islands included in their colony.

Both vessels are equipped with special nets and trawls, one of the latter, a midwater trawl, having three 250 ft.-long otter boards and a mouth area of 1,500 square feet. Their trawl will be used to catch large cephalopods, such as octopuses and cuttle-fish, and other pelagic animals, and in addition the expedition has with it dredges specially designed for dredging the sea-bottom.

As it is very important to gain accurate information as to the migratory habits of whales, concerning which little is known, efforts will be made to mark whales in the water, so that should any thus marked be captured afterwards their migrations in the interval may be ascertained. For this purpose a special harpoon gun has been constructed, by means of which cast-iron silver-plated pins, nearly three inches long, will be fired at the whales. A disc is attached to the head of the pin, which will not penetrate the bodies of the whales and the pin itself is not long enough to penetrate below the blubber, so that the animals will feel no pain. Details concerning when and where the mark was affixed to a whale will be contained on the disc, and every whaling station throughout the world has been circumscribed by the Colonial Office asking for the return of discs, together with certain information, for which a substantial reward will be paid.

The *Discovery* carries a number of hydrologists and zoologists, but is considered too slow to mark the whales, and this work will be undertaken mainly by the smaller auxiliary vessel built on the Humber. All the southern whaling grounds and harbours will be visited and surveyed during the southern summer, and the biological investigations will be carried out in specially equipped laboratories on the *Discovery*. A laboratory has also been constructed on South Georgia, where whales captured in the adjacent waters will be examined by competent zoologists.

SEA SICKNESS ENDED.

THE FASTEST MOTOR BOAT IN
THE WORLD.

An exhibit which will be regarded with the most hopeful interest by those with a dread of sea sickness is one of the features of the British Shipping, Engineering and Machinery Exhibition, at Olympia.

This is the gyroscope stabilizer, an extraordinary contrivance which maintains the equilibrium of the ship in the fiercest of gales. The apparatus has already been supplied to the Japanese, Italian, and American Governments, and is now being tested by the British Admiralty. Two well-known millionaires have installed on their yachts, so that they can play deck games in the roughest of weather. A working model is on view at the exhibition.

Another exhibit likely to prove of immense popular interest is the Fifth stay-brite stand, which shows what can be done with the new metal silver in the phospheted to replace its ruthless properties the stand includes an office built entirely of fifth stay-brite, down the sides of which pours a ceaseless stream of water.

This metal can be used for cooking utensils or ornamental pieces for the table, and is claimed to be as durable as battleship plates.

A British motor-boat, the *Bulldog*, which is going to America immediately after the exhibition to compete in races, is on view in the new hall. It has a speed of 40 knots an hour, and has already earned the reputation of being the fastest motor-boat in the world.

One of the wonders of the exhibition is an oil purifier which spins at the rate of 17,000 revolutions a minute without any injury to its bearings. Near by is to be seen deep-sea diving apparatus which is of peculiar interest at the present moment.

A wonderful range of exhibits extends from a minutely fine copper tubing, with an inner circumference only just large enough to admit a strand of human hair to a Thornycroft cruiser, or, to mention another extreme, 30-horse-power marine engine, which stands on a specially constructed bed of 50 tons of concrete.

It seems ironical that we should have to advertise the fact that within the Empire there are possibilities which the great mass of our people have never dreamed of.—Mr. J. H. Thomas, M.P.

The whole Empire is almost entirely dependent on foreign countries for cotton, coffee, and tobacco; it is vital, therefore, that the development of these three products should be pushed and encouraged on British soil throughout the world.—Mr. Ormsby Gore, M.P.

AIR MAIL TRAFFIC.

INCREASE DURING 1925.

The Postmaster-General communicated to the Press last month the following particulars of outgoing British air mail traffic during 1925:

There has been an increase in the total weight of letter mail during the year, and the total weight despatched by air has now risen to 15,350lb. The increase has been most marked in the mails to Paris and to Morocco and Algeria, which have increased by 19 per cent and 33 per cent, respectively. By the latter service 2,500lb. of letters was despatched during the year. One of the heaviest of the letter mails is that for unoccupied Germany (Hanover, Berlin, and Hamburg). This increased by over 10 per cent, and the mails for Belgium, and for Denmark, Norway, and Sweden also showed increase. Considerable use was made of the air services established in Continental countries to supplement the service afforded by Imperial Airways where necessary, and new letter air mails were instituted to the East Baltic countries and Russia, the latter of these attracting as much as 350lb. of letters in the four months of 1925 during which it was in operation. This service has occasionally been used in the inward direction for mails from the East brought by the Trans-Siberian Railway; the course of post from Shanghai to London has thus been reduced to about fifteen days. Facilities for using the New York-San Francisco air mail service were also made available in May last, but hitherto little use has been made of the service. The Cairo-Bagdad service has worked with marked regularity. It continues to carry a considerable volume of mails in spite of the competition of the trans-desert motor service between Haifa and Bagdad.

The air parcel service continues to carry a substantially greater volume of mails than the letter service. The total weight of the parcel air mails on the whole of the Continental services in operation was 50,000lb., apportioned among the several services as follows: Paris, express 13,600lb., non-express 10,200lb., Holland 13,200lb., Germany, including the Rhine Army, 13,000lb.

MR. "PUSSYFOOT" JOHNSON.

MISGIVINGS ABOUT PROHIBITION.

Mr. "Pussyfoot" Johnson, the foremost missionary in the cause of Prohibition, admitted on his arrival at New York recently that he has some misgivings as to the virtues of America's Prohibition Law. He wishes it distinctly understood, says the New York correspondent of the *Daily Telegraph*, that he still maintains the right of society to protect itself from the liquor interests and safeguard certain members of the social body, but during his crusades abroad he has been impressed by the flood of criticism of Prohibition. He is by no means converted, but admits that Prohibition certainly has not worked out in the way it was expected to do. He goes so far as to concede a man's right to drink, if he pleases, and even that some drinkers are good citizens. Mr. Johnson acknowledges some doubts whether the American Law has not done as much or more harm than good, and confesses that there might be some truth in the assertions that there is nearly as much drinking of spirits as ever. If Americans are convinced that Prohibition is bad, Mr. Johnson declared, they should repeal the law. His admissions are a real blow to the Anti-Saloon League, whose members have planned a great banquet next Saturday in honour of their returned pilgrim. So far there is no intimation that the dinner will be cancelled.

The world is not organised or prepared for a much higher level of intelligence than it has already got.—Mr. J. F. Duff.

Would Shakespeare have refused to write "Hamlet" if he had known that on his death the bulk of the profits would have gone to the community instead of to his friends or descendants?—Mr. C. F. Masterman.

Two sports—
One smoke

Opinion is divided as to whether Golf or Hockey is the ideal winter Game. But on cigarettes all men of discrimination are unanimous. They insist on—

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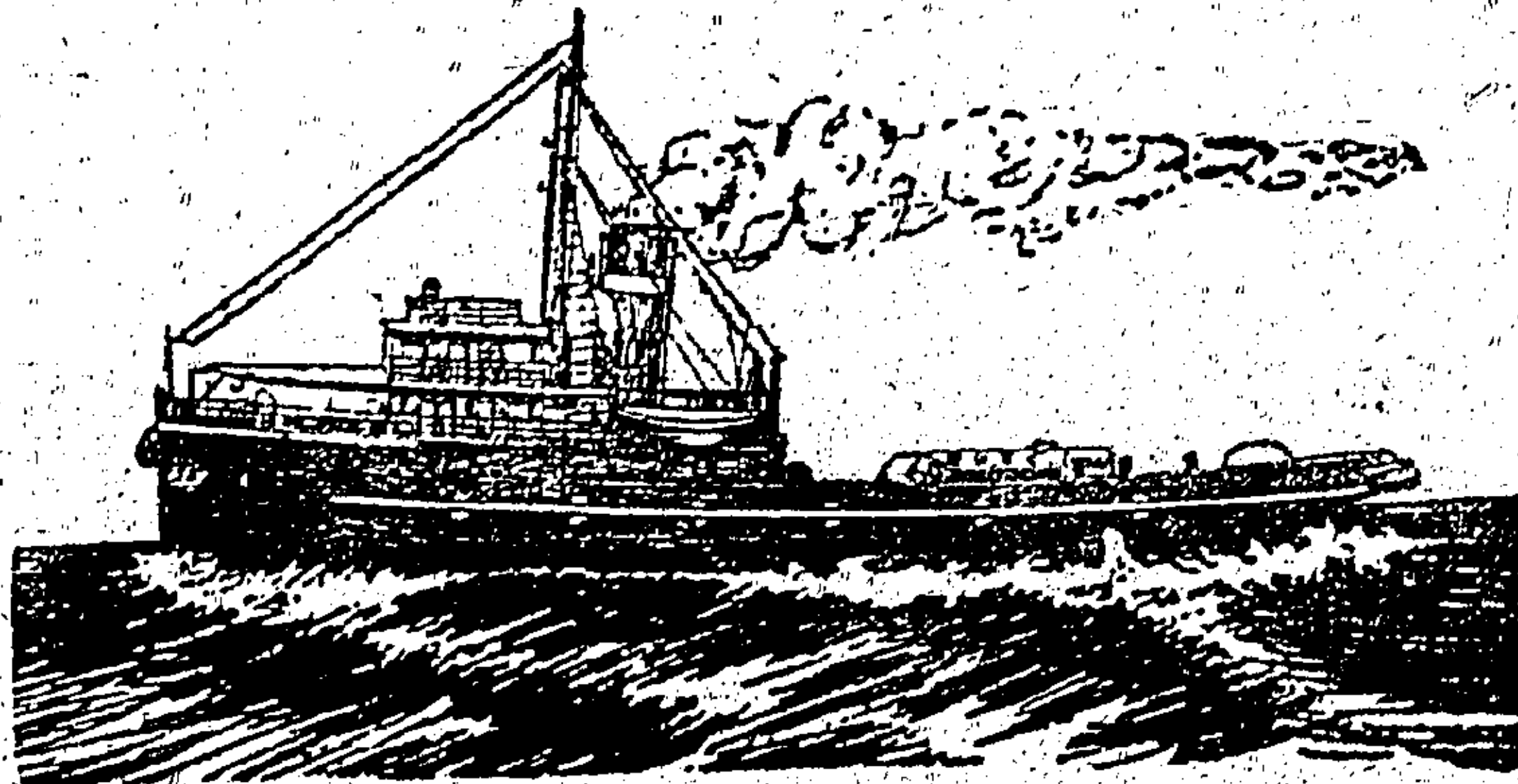
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BOSTON & NEW YORK
 AMERICAN & ORIENTAL LINE
 (Andrew Wain & Co., London.)

Sailings from Hongkong
 s.s. "COMERIO" ... Via Suez Canal ... 27th February

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FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
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PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KARMALA"	9,089	20th Feb. Noon	Marseilles, London, Antwerp & Hull.
"NAGPORE"	5,283	2nd Mar.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	8th Mar.	Marseilles and London.
"KASHMIR"	8,985	13th Mar.	Mars., London, Antwerp, and Hamburg.
"KIDDERPORE"	15,334	18th Mar.	Singapore, Penang & Bombay.
"KHIVA"	9,135	20th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,918	3rd Apr.	Marseilles and London.
"DELTA"	8,097	15th Apr.	Singapore, Penang, Colombo & Bombay.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,005	15th May	Marseilles, London and Antwerp.
"MALWA"	9,941	29th May	Marseilles, London and Antwerp.
"KHYBER"	9,114	12th June	Marseilles and London.
"MANTUA"	10,902	26th June	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,097	7th July	Marseilles, London and Antwerp.
"KARMALA"	9,123	10th July	Marseilles and London.
"RANPURA"	15,585	24th July	

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Rhedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	Sailings	Destination.
"TILAWA"	10,005	18th Feb. 1 p.m.	Singapore, Penang and Calcutta.
"TALAMBA"	8,018	4th Mar.	do.
"TALMA"	10,000	11th Mar.	do.
"SHIRALA"	7,841	17th Mar.	do.
"TAKADA"	6,949	25th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	Sailings	Destination.
"TANDA"	6,955	3rd Mar.	Manila, Thursday Island, Townsville.
"ARAFURA"	6,000	7th Apr.	Brisbane, Sydney, and Melbourne.
"ST. ALBANS"	4,500	5th May	
"TANDA"	6,958	2nd June	
"ARAFURA"	6,000	7th July	

* Omits Sandakan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolumangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

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 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	Sailings	Destination.
"KHIVA"	9,135	21st Feb. D.L.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	25th Feb.	Moji, Kobe & Osaka.
"MOREA"	10,911	8th Mar.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	7th Mar.	Moji & Kobe.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	15th Mar.	do.
"DELTA"	8,097	20th Mar.	Shanghai & Kobe.
"MACEDONIA"	11,089	2nd Apr.	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	10th Apr.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	18th Apr.	do.
"KHYBER"	9,114	30th Apr.	Moji, Kobe and Yokohama.
"TANDA"	6,958	8th May	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,902	28th May	do.
"KARMALA"	9,089	11th June	Shanghai & Kobe.
"DELTA"	8,097	11th June	Moji, Kobe and Yokohama.
"ARAFURA"	6,000	17th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	25th June	Shanghai only.
"RANPURA"	15,585	8th July	Shanghai Moji & Kobe.
"MACEDONIA"	11,089	22nd July	do.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
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 *Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
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General Managers.

CHINA NAVIGATION CO., LIMITED.

Steamship.	Tons.	Sailings	Destination.
SHANGHAI ...	...	"SUICHANG" ... On 18th Feb.	4 p.m.
BANGKOK ...	...	"KIANGSU" ... On 18th Feb.	4 p.m.
HONGKONG & SINGAPORE ...	...	"KAYING" ... On 19th Feb.	Noon.
AMOI & SINGAPORE ...	...	"ANEDI" ... On 19th Feb.	4 p.m.
SHANGHAI & TSINGTAO ...	...	"SOOCHOW" ... On 20th Feb.	4 p.m.
SAIGON ...	...	"HUPH" ... On 21st Feb.	Noon.
AMOI & SHANGHAI ...	...	"CHENAN" ... On 23rd Feb.	D.L.
WEIHAIWEI, CHEFOO & TIENTSIN ...	...	"KUEIOHOW" ... On 23rd Feb.	4 p.m.
BANGKOK ...	...	"A STEAMER" ... On 23rd Feb.	4 p.m.
AMOI & SINGAPORE ...	...	"KWANGCHOW" ... On 24th Feb.	D.L.
SWATOW & SHANGHAI ...	...	"LINAN" ... On 24th Feb.	11 a.m.
SHANGHAI & TSINGTAO ...	...	"SZECHUEN" ... On 27th Feb.	4 p.m.

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STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
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CHANGTE	27th March	3rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

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ANDBE LEBON ...	A ...	29th Jan., 1926	30th Mar. "
PAUL LECAT ...	A ...	12th Feb. "	17th Mar. "
AMBOISE ...	B ...	23rd Feb. "	13th Apr. "
ANGERS ...	B ...	12th Mar. "	27th Apr. "
AMAZOME ...	B ...	26th Mar. "	11th May. "

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